THE WEEKLY COMMERCIAL.

A LARGE SHEET CONTAINING ALL THE CURRENT NEWS, MISCELLANEOUS, LITERARY AND SCIENTIFIC INTELLIGENCE, AND VALUABLE READING FOR THE FAMILY.

TERMS OF THE WEEKLY:

Per Year, (52 issues)....................$2 00
In Clubs of Twenty.......................1 50
One copy gratis to the getter-up of the Club.

The money must always accompany the order and in no instance can these terms be deviated from.

☞ Postmasters are requested to act as Agents.
Address COMMERCIAL, PITTSBURGH.

The Pittsburgh Commercial.

PITTSBURGH COMMERCIAL.

PUBLISHED DAILY BY THE PITTSBURGH NEWSPAPER AND PRINTING COMPANY.

OFFICE, 76 FIFTH STREET, (OPPOSITE POSTOFFICE.)

C. D. BRIGHAM, ... *Editor.*
R. D. THOMPSON, . . . *Business Manager.*

TERMS OF THE DAILY:

Single Copy..................................5 Cents.
Delivered by Carrier, (per week)..........25 Cents.
Mail Subscribers, (per year)..............$10 00.
Address THE COMMERCIAL, PITTSBURGH.

VOL. IV.---NO. 20. WEEKLY EDITION. MARCH 23, 1867.

SPRING IS COMING.

BY A. J. REQUIER.

I know it by the hyacinths
Which now begin to blow,
And flitting voices strangely sweet
And tremulously low.
By something purer in the sun,
And softer in the air,
And holier in the twilight stars,
That Spring will soon be here.

The Almanacs are well enough
For gardeners and for cooks—
I seek the seasons in the sky,
And find them by the brooks;
I hear them on the breezy hills,
And, in the hollows, see
The token flowers and signs that speak
Their messages to me.

And thus, I glean from gleaming isles
Of sunset in the West:
From waving of untiring wings
That will not go to rest;
From spells of fragrance spiced afar,
And peeping spears of green,
And silver bugles in the wind,
The advent of a Queen!

I know it by the hyacinths
Which now begin to blow,
That Winter, on his icy bed,
Is dead or nearly so.
And soon will come with flaxen curls,
Led by the laughing hours,
The blue eyed daughter of the Sun,
In glorifying showers!

REMARKS OF HON. L. W. HALL,

SPEAKER OF THE SENATE,

In favor of a Free Railroad Law, and against the amendments made to the bill by the Railroad Committee of the Senate.

Mr. HALL—Mr. Speaker, I did not intend, when I made a few remarks on this bill the other day, to occupy the attention of the Senate any further in regard to it. When repeated votes showed from eighteen to twenty in favor of it, and from eleven to sixteen against it, I supposed that the minds of Senators were made up, and that we would not be warranted in taking up time to the exclusion of other matters of legislation. And I should not now, had it not been for the remarks of my friend, the Senator from Bradford [Mr. Landon]. I do not rise to reflect upon any railroad corporation—certainly not upon the Pennsylvania Railroad. I have had quite as much to do with that corporation as the Senator from Bradford, and am quite as familiar with the region of country traversd by that great railroad. I am well aware that it has greatly enriched Central Pennsylvania—that its value has been increased to ten times, yes twenty times, what it was before that road was constructed. I have never lent myself, either directly or indirectly, to any effort that was calculated to crush this railroad or impair its usefulness. I have never opposed or sought to thwart any legislation calculated to encourage and strengthen it, when such legislation tended to the public welfare. But with all due deference to my brother Senators, I must say that any one who knows the popular sentiment must know that the people of Pennsylvania are determined to have a free railroad law. But the people do not want a railroad law so loaded down and clogged with restrictions that it will be impractable even to construct a railroad under it. Let the Senator go to his constiuents, and I think that he will find that they as well as my constituents, are in favor of a free railroad law. But they do not desire such a law as will be practically inoperative, and a nullity. I hold in my hand the inaugural address of Governor Geary, and the last message of Governor Curtin, in which they say the people demand a free railroad law. Such I found to be the unmistakable sentiment of the people of Bradford county, where I addressed a portion of them last fall, and in no part of the State did I find a more determined and earnest feeling in favor of the movement than in Northern Pennsylvania, where the people gave their majorities by thousands for General Geary. Believing, as I do, that such is the general sentiment, and that the wants of the people must be heeded by their chosen representatives, in view, too, of the speech just made by the Senator from Bradford, I challenge the supporters of this so-called free railroad bill, who so imperatively demand its passage, without a single alteration, to discuss its merits. I opposed the free railroad bill which was introduced last winter by my distinguished friend, the Senator from Erie, (Mr. Lowry,) and I gave satisfactory reasons, the other day, for my opposition thereto. It is not necessary to repeat those reasons now. What I demand in the name of the people is a liberal railroad law; not one in name, simply, but in reality. Is it not deluding and cheating the people to call that a free railroad law which requires fifteen thousand dollars of capital stock for every mile of road to be subscribed and paid in before anything can be done? Senators know that this clause will have the effect to embarrass railroad companies, and to retard and prevent the development of the country by internal improvements; in short, that no railroad would ever be built under such a law? At least I fear not, and is it not better to strike out such provisions?

You have also interpolated into this bill a most onerous condition in the shape of an individual liability clause, which is intended to intimidate persons and prevent them from taking stock. The Pennsylvania Railroad, that opened up and developed Central Pennsylvania, and to which the State is indebted in such large measure for its wealth and prosperity, and which is admitted to be the greatest and best managed road in the United States, has a special charter. It contains no individual liability clause, and why should such a provision be embraced in this bill? When it was proposed to pass a law similar to that of Ohio and New York, it was voted down, and no sufficient reason has been or can be advanced to warrant such action. And now when an amendment is offered to this bill, which would tend to promote and encourage the building of railroads, the arguments advanced against it by its opponents are equally futile and empty. And when it is proposed to add a section, in the New York law, simply allowing corporations to connect their roads, and to embrace in this bill the provisions of a law voted for by the Senator from Bradford in 1861, we are told it is wrong to do this—but why? Simply because nineteen Senators say the bill shall not be changed. A convincing reason.

Let a law be passed allowing people to build railroads wherever they choose, provided they pay for them as they go, subject to reasonable restraints, and these are contained, as far as I think it necessary to go, in the provisions of the act of 1849. A liberal railroad law is not demanded by the people of Pittsburgh alone, but by the people of the entire State. A law so liberal that charters can be obtained, that capital will be invested and railroads constructed under it without the corporators being obliged to come to the Legislature. It is plain to me that a majority of the Senate differ with me in my views. My votes on the bill in committee of the whole as well as in the Senate, have uniformly been for what I thought was the most liberal policy. We of the minority have briefly and explicitly as possible stated the reasons for our votes. We see and know that one-third cannot vote down two-thirds. And when the bill, clothed in the precise language that it came from the Railroad Committe, not changed in letter, word or line, is about to pass, we are taunted that we have been able to give no good reason for our votes, and that our efforts to amend the bill, as it came from the Railroad Committee, have only added increased strength to the majority and added a renewed determination on their part that the bill shall pass unamended and unchanged, either in the sections voted on or in those which are to follow. The Senator from Bradford [Mr. Landon] desires that the issue shall be made, so that the people shall understand it. The Senator is clever as well as bold; and as he thus declares that the bill as reported by the Railroad Committee is perfect as it can be made, permit me to point out what I think are striking defects in it.

First. I think the amount of capital stock per mile required is too large, and that it may tend to discourage the construction of railways. I can see no reason why the amount should be larger than is now required in the general law under which railroad companies are organized in Pennsylvania. If there is any good reason, I would be glad to hear it.

Second. Whilst I think it is very possible there should be some individual liability clause, for the protection of laborers and mechanics, I apprehend the stringent wording of the section might restrain the construction of railroads. I am aware that under the general railroad law of New York stockholders are liable to the amount of their stock not paid in, and also for the wages of labor, for a period not exceeding thirty days. This provision of the New York law was offered as an amendment to the section as it now stands in the bill, by the Senator from Indiana (Mr. White). And although I voted for it, it was voted down by a decided majority, the Senator from Bradford [Mr. Landon] being one of that majority. There is no individual liability clause in the charter of any railroad now in existence in Pennsylvania, that I know of. And I respectfully submit to the Senate, it is neither liberal nor wise, in this beginning of a new system, to test that system by sections so stringent in their character. There is nothing of the kind in the act incorporating the Pennsylvania Railroad Company. And I have heard no reason in favor of it now, save that the bill must pass as it came from the Railroad Committee, without the erasure of a word or the obliteration of a line. And this is the fiat as well in the sections that are to be voted on as in those on which the Senate has acted. I cannot think, Mr. Speaker, with all deference to the views of my brother Senators, that this is liberal, or that it will fully meet the wishes of the people whom we represent.

Third. I believe the time allowed for surveys and filing maps is too short. The survey is to be commenced within thirty days, and to be completed within six months. This is too short. The history of the railroad litigation of the State shows this. And yet the majority decline to change it.

Fourth. The power which the Legislature reserves (in section thirteen), by special or general act, "to amend, change, modify or repeal the charter of any corporation organized under this act as the same was provided for in the thirteenth section of the act regulating the construction of lateral railroads, approved the 5th day of May, 1832," is, in my judgment, both unwise and unconstitutional. Unwise, because, I fear, it will discourage investments. Unconstitutional, because the present Constitution of Pennsylvania as amended and adopted in 1838, six years after the passage of the lateral railroad law referred to, expressly declares that the Legislature shall only have the power to alter, revoke or annul any charter of incorporation hereafter conferred, by or under any special or general law, in such manner that no injustice shall be done to the corporation! Will the capitalists of Pennsylvania and of the country subscribe their money to build railroads under this bill, with this provisions hanging over their heads? Would the Senator from Philadelphia [Mr. Ridgway], who is a man of means and a successful manager of one of the best passenger railroads in the State, invest his money in building a railroad under a law giving any such power to subsequent Legislatures?

Mr. RIDGWAY. Certainly. I have the utmost confidence in this Legislature, and would be willing to invest my money, with that clause hanging over it.

Mr. HALL. Well, it is really strange that the Senator, who has been here several years, never had anything of the kind inserted in any railroad bill before.

Mr. RIDGWAY. I was never requested to do so.

Mr. HALL. Surely not, and why? Because it takes money to build railroads, and men generally are not such fools as to invest when the Legislature may repeal the law, and they thereby lose the whole or a part of their investment.

I also object to other clauses in the bill as it came from the Railroad Committee, which it is not necessary for me now to refer to. The people understand this question. They can neither be deceived nor trifled with. If I have changed my views, it is because I desire to vote in accordance with the will of my constituents, and in accordance with what I believe to be the wishes of nine-tenths of the people of Pennsylvania. I have voted, and shall continue to vote to make this law as liberal as I can get it. I trust the Senate may yet strike out some of these objectionable clauses. If not, and the bill passes both branches of the Legislature, as it came from the committee on Railroads, that it may be amended by subsequent Legislatures, and that the system of making and constructing railroads in Pennsylvania may be as broad and liberal as in any other State in the Union.

New Jersey has lately, through her Legislature, adopted a free railway system. New York and Ohio, on our north and west, have liberal general railroad laws, and although it is true that Maryland refuses to permit trade and travel to pass through her borders, even to go to our National Capital, untaxed, yet this great and growing State will surely not wait for Maryland to act.

I have nothing more to add, Mr. Speaker. I favor a free railroad law because the people expect and demand it, and because I trust it may aid in the further development of our great and grand old State.

What Shall be Done?

[From the Pittsburgh Gazette, March 16.]

That the just expectations of the People of this Commonwealth, touching the enactment of a Free Railroad Law, have been grievously disappointed, is undeniable. Pending the last general election, in view of the manifestation of public opinion, the managers of both political parties felt constrained to give pledges to countenance and support the measure. This was done in authoritative and solemn commitments by the Republican and Democratic State Conventions, and by published letters from the competing candidates for Governor. The two parties and their respective nominees vied in striving which should go farthest in satisfying the popular demand. But in the hour of trial, both parties have been found wanting, and in equal degree.

A bill nominally to authorize those who will to build railroads has, indeed, passed one branch of the Legislature, and is likely to get through the other. But, if it shall become a law, not a mile of railroad will ever be built under it. The members who were instrumental in engrafting certain peculiar provisions upon it, which we have heretofore fully pointed out and elucidated, meant to hinder, not facilitate, railroad construction. They did not dare, under the circumstances, flatly to refuse a Free Railroad bill; and so they determined to pass one that should amount to nothing, except to reveal their own duplicity and untrustworthiness. The people asked a fish and a stone is given them. The people will prove surpassingly patient, if they do not have a settlement in righteousness with their deceivers.

Last autumn the United States Circuit Court, upon a full hearing of all the evidence, decided the law repealing the charter of the Pittsburgh and Connellsville Railroad Company to be unconstitutional and void. An appeal was taken from this decision to the Supreme Court at Washington, doubtless not with an expectation of having it reversed, but to cause delay, as several years must elapse before the case can be reached in regular order of the calender. A vague hope, perhaps, animates the opponents of the road, that the chapter of accidents may turn up something to their advantage before the case shall be ultimately disposed of.

At the opening of the present session of the Legislature a bill was introduced into the Senate to repeal the repealing act. This bill was predicated on the total failure of the defendants in the suit before the Circuit Court to produce evidence that the charter had been forfeited, and upon the finding of the jury, under the ruling of the bench, that the charter was wrongfully and illegally annulled. At first it seemed fully certain that this bill would go through; but the northern Senators, of both parties, went square against it and it fell.

Members of the House expressed indignation; gave assurances that the bill would easily go through their branch, and thus a re-hearing be obtained in the Senate; and so the bill took a fresh start in that body. When the final vote was reached the bill was lost. One of the members who voted against the bill was on the jury of the District Court, and helped give the verdict recorded. If he has a word to say in self-defense, the public would like to know what it is.

At this distance it looks as if the Senate was "set-up" at the beginning, perhaps four of its members having "been seen." That the House felt outraged by this partiality, assumed a virtuous indignation, and compelled the opponents of the bill to "come down." It may be appearances, in this case, as in many others, are deceptive. We should be sorry to do distinguished gentlemen injustice; but the look so completely justifies the suspicion, we cannot refrain from giving expression to it.

If any man supposes a result more favorable to the general interests of the Commonwealth, and especially to the interests of the Western and Midland portions thereof, can be obtained by going on in the tread-mill of the old political parties for one or more years longer, we beg to say we widely differ with him in opinion. As we judge, it is useless for newspapers to get into a frenzy, and print bitter, sharp or eloquent diatribes. No good will come of a continued expenditure of ink, and genius, and emotion, in that manner. The people have an efficient remedy in their own hands. If they apply it, vigorously and intelligently, next winter will witness the passage of a prober Free Railroad law, and a bill repealing the Repealing Act. If they will not resort to it, or, using it, do so in a listless and indifferent way, they must reconcile themselves to sitting down under the abuses of which they complain. This remedy is to discard political party arrangements for a season, and unite in electing to the Legislature independent men of brains, honesty and courage. Thirty such men, acting in a body, outside of party lines, will be enough to control the organization of both branches of the Assembly next winter, and compel the needed legislation. It used to be said that "all roads lead to Rome." This is the only road that leads to freedom in railroad making in Pennsylvania. If the friends of that measure are prepared to take it, the way stands wider open than it will for several years to come. We have neither Psesident, nor Congress, nor Governor, nor United States Senator to elect, nor yet a national political policy to establish or vindicate. Only a Supreme Judge, a legislature, and the usual local officers are to be chosen. Here is the opportunity. We urge nothing. This is the people's cause, and it pertains to them to deal with it as they will. Talk that produces only another talk, envenomed leaders that breed only other editions of such, may gratify or inflame animosities, but they join no practical issue and bring nothing to adjudication. If the people will not move in this manner, or in some other that promises direct and good fruit, we elect to be counted out of acrimonious discussion.

Expounding the Doctrine.

The New York *Tablet*, an organ of the Roman Catholic portion of the Christian Church in this country, discussing the action of the Papal government respecting Protestant worship in Rome, makes use of the following strange language:

If Protestantism had any pretensions to be the Church of God, or if its ministers went to Rome, as did Saints Peter and Paul, with a divine and apostolic mission, the case would be different. But they have no mission; their societies are all self-created and self-commissioned, and against the ministers of such societies the national religion, even though false as was Roman or is Chinese Paganism, has the higher authority, may without any breach of religious liberty exclude them, if it chooses. No self-appointed missionaries, or any missionaries of self-created societies, have any rights against the national religion of any country, and no claim even to toleration. The Catholic missionary has the right to freedom because he goes clothed with authority of God, and because he is sent by authority that has from God the right to send him. To refuse to hear him is to refuse to hear God, and to close a Catholic church is to shut up the house of God. The Catholic missionary is sent by the Church that has authority from God to send him; the Protestant missionary is sent by nobody, and can oblige nobody in the name of God or religion to hear him. Our Lord does not know him. Our Protestant friends should bear this in mind. They have as Protestants no authority in religion, and count for nothing in the Church of God. They can in no case have any authority higher than the political or national authority, and can do at best only what the political society may do. They may retain some Catholic traditions, some fragments of Catholic truth, as well as some precepts of Catholic morality, and so far be better for the world than ancient or modern paganism, but as they have no divine authority to teach or govern, they have no right to send missionaries or to open places of worship where the national authority forbids it. They have from God no right of propagandism, and religious liberty is in no sense violated when the national authority, whether Catholic or Pagan, closes their mouths and their places of holding forth. They are of those of whom our Lord says, and will say, "I never knew you."

SOUND—The *Tribune* concludes an article on "going to farming" thus: "If every man in business, who can spare $1,000 up to $10,000, would employ that amount in buying land—a homestead, if possible—and let it be deeded directly to his wife, he would signally lessen the probability of his dying in an almshouse and being buried at the expense of the town. Few men will deem this worthy of consideration; we do."

Spontaneous Generation of Animal Life.

From the Hamilton (C. W.) Evening Times.

The theory of Prof. Darwin that all animal life has its origin in the primary cell, and that its variety only presents the different stages of development, from the lowest orders to the most perfect creation, man, has been apparently sustained by a startling example in this city, which will be likely to engage in a high degree the attention of the scientific. During last fall Mr. Charles Motzer, a German citizen residing on Bay street, put up a large quantity of his favorite article of diet, known as *sauer-kraut*, in the preparation of which he tested the efficacy of a receipt suggested by a friend. The experiment proved a failure, as the introduction of some description of alkali had the effect of reducing the cabage into a mash and causing a strong fomentation, rendering the commodity entirely unfit for use as an article of diet. The mixture was left standing in the cellar undisturbed until Thursday last, when a curious circumstance led to an examination of the tubs in which it was deposited resulting in a wonderful discovery. On the day mentioned a catemerged from the cellar into Mr. Motzer's kitchen, having incustody a large reptile of the lizard species, whichwriggled violently and seemed extremely tenacious of life. Mr. Motzer at once proceeded to the cellar and found some dozen or more of the same description of reptiles, which were exceedingly lively and sought to secret themslves under boards, etc., on the approach of alight.

While prospecting about for the source of these strange creatures, the tubs in which the *sauer-kraut* had been deposited were examined, and presented a sight truly startling. The substance had been transfermed into a mass of life and animation, and the curious reptiles were observed in every stage of development. The smallest specimens were about two inches in length, and seemed to be acquiring the least degree of animation. Of these, the bodies were quite transparent, with a slight yellowish tinge, and about the consistency of jelly. Specimens in a more advanced stage assumed a pink hue, with bodies more opaque. The fully developed reptiles measured from six to eight, and even ten inches in length, with bodies hard and fleshy, of a brilliant crimson color. The back deepens into a black line from the head to the tip of the tail, while the belly is of a delicate pink merging into white. The form of the reptile is saie to be very similar to the chamelion, having four legs, with indications of claws, and its movements are very lively. The eyes are sharp and serpent-like, and surrounded with a yellowish ring merging into black. Several specimens have been secured by a medical gentleman, and are preserved in spirits. A microscopic examiuation shows a fine coating of scales, and serried formation of the back and tail. Mr. Motzer still allows the tub to remain undisturbed, and is watching the progress of the curious freak of nature, it being evident that the entire stock of the dainty commodity, which was intended to supply his table through winter will ultimately take to itself legs, if not wings, and travel off on its own account, in which action the kingdom of reptilia is augmented by another very interesting species, if the climate of Canada will permit its propogation. This remarkable case presents a grave warning to consumers of *sauer-kraut*, to take care that its preparation is not congenial to the generation of animal life, else a malady more fearful than the *trichina spiralis* may yet be engendered.

Alcoholic Drinks as Medicine and Food.

A Committee of the Massachusetts Legislature has been taking testimony on the license question, and have completed the testimony upon the side opposed to prohibition. We give the substance of several eminent professional gentlemen; but we desire to suggest that they should not be understood as favoring the use under any circumstances of the vile stuff commonly drank in this country, or the excessive use of liquor. This testimony should be taken only as relating to pure wines and liquors:

Dr. Edward H. Clarke of Boston, one of the medical professors in Harvard college, said that for three years he had lived in wine-growing countries, and had seen very little intemperance in any of them. Alcoholic drinks are administered by the profession generally, but they vary with the condition of the person who takes them. Oftentimes the drinking of wines of the country supplies the place of food, but this, he said, depended upon the condition of the person who takes them, and far all practical purposes these wines may be considered as food in certain cases. There are a certain class of narcotic agents which tend to increase the term of life by checking the change of tissues. There are often cases where a person apparently in good health is much aidded and built up by the use of alcoholic agents, and he had found it necessary to give information specially on this subject. Men should use liquors according to their own judgment, the same as they would tobacco, tea, coffee, &c. He considered opium to be the greatest danger to this community; drinking to excess he also considered an evil, and the use of liquors he believed should be restricted.

Dr. James C. White, professor in the Harvard medical school, said that he disagreed with the French chemists in the notion that alcohol did not assimilate with the system, and stated at some length the manner in which alcohol acts beneficially as a stimulant and reconstructant.

Dr. Oliver Wendell Holmes said that he believed alcoholic combinations to act dietetically upon the human system as well as medically.

Dr. J. B. S. Jackson, professor of morbid anatomy, testified that in certain cases of lung diseases alcohol was used medically. Professor Horsford of Cambridge testified that he considered alcohol as food, because it preserved the tissues of the body, and thus virtually supplied tissues, as animal food would do. He did not think alcohol in purity was poisonous. Alcohol might be used too freely, in consequence of which tissue would be preserved in too great a measure, and needful disintegration be prevented.

Dr. Henry J. Bigelow, of Boston, stated as the result of observation in wine-growing countries in Europe, that he did not think the effects of the wine freely used in those countries injurious; he thought the wine acted as food. If alcohol was taken as a stimulant he should not expect to find disease resulting from such use, but if taken to excess it would act as a narcotic, and produce disease. Dr. Bigelow said that as a rule physicians did not abstain from wine. He thought that in cases where an individual was obliged to exert himself, being already in an exhausted condition, stimulus was useful, and on the whole beneficial.

Dr. Charles T. Jackson, chemist, said that alcoholic liquors act as respiratory food, and when alcohol in the form of wine or distilled spirits goes into the System it takes the place of so much fat in respiration. Whisky contains fusil oil, and operates upon the lungs and liver, and gin acts upon the kidneys; and alcoholic drinks, when taken moderately, instead of doing harm, are conservative or beneficial in their action upon the system. Concerning the matter of the assimilation of alcohol with the body, Dr. Jackson said that the general opinion of scientific men was that it did assimilate; he said that the breath of a drinking man could not be smelled without detecting acetic acid, the presence of which demonstrated that transformation in the alcohol must have taken place.

SOUTH CAROLINA.—Says a Charleston letter: Within the last month a change has been felt, and hope, which lingered still and struggled on through two years of almost inevitable ruin, has yielded. Despondency everywhere prevails. Hitherto there was a hope that the President's policy of reconstruction would prevail; and now, with the failure of that possibility, the overstrained spirit is broken. General confiscation is now expected; and the energy and industry that have been struggling in the vague light of possibilities are now paralyzed. Meetings have been called in several of the districts to devise some measures to avert the ruin that is felt to be imminent. In Newberry a meeting has advised the Governor to call an extra session of the Legislature in order to order a convention, empowered to act in the emergency and save the debtors from ruin.

EMIGRANTS TO LIBERIA.—The ship Golconda, that sailed from Charleston early last Autumn, carrying to Liberia a large shipment of freedmen, some missionaries, and a distinguished lady of South Carolina as teacher, has been heard from. Of the several hundreds of freedmen on board, only three died during the passage. They expect to plant coffee, ginger, pepper and tobacco; while leisure time is to be devoted to bee-hunting, the gathering and preparation of cocoa, gums animi and copal, camwood and palm oil. Bees are abundant, and honey and bees wax find a ready sale. Those who have engaged in this branch of business hitherto have done so on a very limited scale, and in the same way that it is done in the Southern and Western States in America—trusting mainly to nature, and only lending a helping hand when nature is about to make a failure.

The facility with which divorces can be obtained in Indiana is well known. The majority of suits for divorce in the courts are from people who came to Indiana for that purpose alone; but of course the laxity of the law is an inducement for many *bona fide* citizens to dissolve the marriage bond. In the county of Marion there were last year two hundred and twenty-three applications for divorce; of these one hundred and eleven were granted and twenty-six dismissed, the remainder not having been tried. One hundred and forty-two of the applications were by females and eighty-one by males. The proportion of divorces applied for to marriage licenses issued was one to four, and the proportion of divorces granted to marriages made was one to eight. One divorce to every eight marriages certainly indicates that connubial bliss is fast becoming a rarity, and the wisest is he who doesn't "take stock" in the matrimonial lottery.

ONE OF THE BOYS.—A youngster came home after having a glorious time in the puddles, his face all aglow, and his rubber boots full of water. The punishment of staying in the house for the remainder of the day did not seem very hard at first; but as his little heart warmed up with the recollection of the triumphs of the morning, when he had waded deeper than any of his playmates dared to, he could not bear the restraint any longer, and went to his mother saying: "Please, mother, whip me and let me go out again!"

THE CAPITAL.

Special Dispatch to the Pittsburgh Commercial.

WASHINGTON, March 17, 1867.

Supplemental Reconstruction Bill.

The Reconstruction bill passed by the Senate is that printed in Thursday's papers, with the following corrections, Insert in lieu of the oath in the first section, the following: "I do solemnly swear, or affirm, in the presence of Almighty God, that I am a citizen of the State of ——; that I have resided in said State for —— months next preceding this day, and now reside in the county of ——, or parish of ——, in said State, as the case may be; that I am twenty-one years old; that I have not been disfranchised for participation in any rebellion or civil war against the United States, nor for felony committed against the laws of any State or of the United States; that I have never taken an oath as a member of Congress of the United States, or as a member of any State Legislature, or as an executive or judicial officer of any State, to support the Constitution of the United States, and afterwards engaged in insurrection or rebellion against the United States, or given aid or comfort to the enemies thereof; that I will faithfully support the Constitution and obey the laws of the United States, and will to the best of my ability encourage others so to do, so help me God." Which oath or affirmation may be administered by any registering officer.

Insert as section three the following: That at said election the registered voters of each State shall vote for or against a convention to form a constitution therefor under this act; those voting in favor of such a convention shall have written or printed on the ballots by which they vote for delegates as aforesaid the words, "For a Convention," and those voting against such a convention shall have written or printed on such ballots the words "Against a Convention." The persons appointed to superintend such elections and make return of the votes given thereat as herein provided, shall count and make return of the votes given for and against a convention, and the commanding General to whom the same shall have been returned, shall ascertain and declare the total vote in such State for and against a convention. If a majority of the votes given on that question shall be for a Convention, then such a convention shall be held as hereinafter provided, but if a majority of said votes shall be against a convention, then no such convention shall be held under this act; *provided*, that such Convention shall not be held unless a majority of all such registered votes shall have voted on the question of holding such Convention.

Section three as printed becomes section four, and the succeeding sections are changed to correspond.

THE FENIANS.

Another Scare in Canada---Troops Being Sent to the Frontier---Arms and Money Still Flowing in at New York Headquarters, &c., &c.

OTTAWA, C. W., March 15.—There are rumors of a Fenian movement near St. Albans, Vermont, and it is stated the Government has important information on the subject.

MONTREAL, March 15.—One hundred and twenty-five regulars left for Champlain this morning. A strong force of royal artillery, with eight pieces, will go to the frontier to-day.

TORONTO, March 15.—There will be a movement of forces to-day. Particulars withheld for the present.

NEW YORK, March 15.—Business at the Fenian headquarters continued brisk yesterday. Arms and money were still being sent in, and several deputations from circles of the Roberts faction had arrived, and tendered aid to the men in Ireland.

NEW YORK, March 15.—The excitement at the central headquarters of the Fenian Brotherhood is unabated. An important communication was received to-day from the Executive of the Provisional Government of the Irish Republic, to the effect that war has been commenced in earnest, and that the movements of Irish troops up to the present were merely blinds to cover more important ones which will be inaugurated ere many days. It is also stated the men are in good courage and trim for fighting, and anticipate success. Stevens has been in Paris some time, but is, practically speaking, disconnected with the organization. An effort is being made, which it is believed will result in a fund of $1,000,000 being established. The members of the old directory of forty-three are also about to hand over the funds remaining in their hands to the care of a Committee to be used in furtherance of the movement in Ireland. General Gleeson arrived in town to-day from Washington.

TORONTO, C. W., March 15.—The military authorities are making active preparations to receive the Fenians, should they attempt another raid. Half a battery of artillery and fifty men of the 17th regiment were sent to Brantford this morning. It is expected two troops of Huzzars will join them in a few days. A brigade to consist of artillery, cavalry and infantry of the regular army, and 10,000 volunteers will rendezvous at Brantford. From this place they can be transported east or west on short notice.

CHICAGO, March 16.—Wm. R. Roberts, President of the Fenian Brotherhood, addressed a monster meeting to-night at Turner Hall. The Fenian regiment paraded the streets amid the wildest enthusiasm. Two hundred are reported to have volunteered for Canada. One thousand dollars was subscribed for uniforms.

OGDENSBURG, N. Y., March 15.—The Fenian excitement is reviving in this vicinity. Fort Wellington, at Prescott, has been put in defensive condition, and garrisoned with troops. The Provincial authorities regard this as the objective point of the Fenians, and are hurrying troops to its defense. Wednesday, the first detachment arrived, and yesterday the number was increased to 300, and others were on the way. Last night the Superintendent of the Ogdensburg and Lake Champlain Railroad received a message from Montreal, requesting the railroad ferry steamer to discontinue its night trips. An unusual number of strangers are traveling this way, and a rumor connects them with some new Fenian movement about to take place. For five miles above this place the river is frozen, and the ice would offer a safe crossing for an army, were one there ready to cross. The Fenians here are holding night meetings, but maintain the utmost secresy in regard to future designs.

Railroad Accident—One Man Killed and a Number Injured.

The western Express train on the Pittsburgh, Columbus and Cincinnati Railroad, on Thursday last, after waiting two hours on their Eastern connection, left the Union depot about four o'clock P. M., and proceeding thirty-four miles west of the city, stopped for water at the tank west of Hanlon station. In starting the train, a coupling gave way, leaving several cars detached, and during the delay caused by re-coupling, the accommodation train following around a sharp curve, ran into the rear car of the Express train, instantly killing one passenger—Mr. G. H. Kilgore, a drover, residing at Port Washington, Ohio, and injuring four other persons more or less severely, though it is thought not fatally, besides several slightly. The officers of the road paid every possible attention to the wounded, and had those seriously hurt removed to the United States Hotel, at Steubenville, where proper medical attendance was secured, and everything done to make them as comfortable as possible under the circumstances. At the latest accounts they were reported as doing well. The slightly injured continued their journey westward on the train.

During the confusion which ensued after the accident, a young man named Edward Wilkes was detected while attempting to pick the pockets of several of the sufferers. He was arrested and taken to Steubenville, and last evening brought to this city and placed in the lock-up to await a hearing.

Siezure of Oil Refineries.

United States District Attorney R. B. Carnahan, yesterday siezed the Oil Refinery and Coal Oil Distillery of Frisbee & Co., situated in Le Breuff township, Erie county, for failing to make returns to the United States Collector of Internal Revenue of the Nineteenth Collection District. The articles seized were two hundred barrels of crude oil, fifty-nine barrels of refined oil, twelve barrels of naptha, eight barrels of residuum, one hundred and five empty oil barrels, and twenty cords of wood, together with all appurtenances appertaining to the Refinery. The parties manufactured oil at the Refinery from September 1st, 1866, to February 1st, 1867, and failed to make any returns.

The District Attorney also siezed another Oil Refinery owned by the same parties, under the firm of H. O. Frisbee & Co., situated at Edenville, Erie county, for failing to make returns. Twenty-seven barrels of refined oil were siezed. The suit for libel in both cases will probably be heard before Judge McCandless to-day.

Death of Gen. Markle.

Gen. Joseph Markle, a highly esteemed citizen of Westmoreland county, died yesterday morning at his residence, near West Newton, at the ripe old age of ninety-one years. Gen. Markle at one time occupied a prominent position in the political affairs of the State, and in 1844 was nominated by the Whig party for Governor, but was defeated by the Democratic candidate, Francis R. Shunk. He had a retentive memory, and his remiscences of the early history of the State were a great source of pleasure to those who were intimate with him. The "whisky insurgents" surrendered to the United States forces on his father's farm, and although a mere boy at the time he retained a vivid recollection of the affair. In the war of 1812 he raised a militia company at his own expense, and served on the frontier.

HARRISBURG.

Poisoning Running Streams in Allegheny County---Oil Pipe Transportation Company---Fenian Sympathy---Consolidating Mining and Manufacturing Companies---Soldiers' Orphans---The General Railroad Law---The Appropriation Bill.

Special Correspondence of Pittsburgh Commercial.

HARRISBURG, March 16, 1867.

RUNNING STREAMS IN ALLEGHENY COUNTY.

Mr. McKee's bill No. 630, on private calendar, "An act to prevent the depositing of unwholesome matter in the running streams of Allegheny county, and to provide for the better preservation of health in said county," was met this morning, when it was reached by a strong remonstrance headed by Mayor McCarthy, and it was indefinitely postponed. The idea contemplated by the bill, the preventing the people of the two cities from using the Allegheny as a drainage, was an exceedingly absurd one from the beginning. The remonstrants properly and conclusively remark that the people must live, and, therefore, must have drainage. If the sewerage contaminates the water for drinking purposes, the only remedy, but an easy one, is to draw the water from a point above the sewerage. It is also evident that any such act, if passed, must necessarily remain a dead letter.

OIL MATTERS.

When the proper order is reached, Mr. Chadwick has a bill to present incorporating Messrs. Josiah King, George P. McBride, Isaac M. Pennock, Wm. Mussler, Thomas Howard and Abraham R. Davis, of Pittsburgh, and George W. Woodworth, of Warren county, as the "Triumph Oil Pipe Transportation Company of Warren county. The company are to have the right to purchase, take and hold such real estate as may be necessary for their business, capital stock to be $25,000, in shares of $100, which may be increased to $80,000. The company may lay iron or other pipes for the transportation of crude petroleum from the premises of the Company to the Allegheny river, by a convenient route, which they have authority to locate. The charge for the transportation of such crude petroleum not to exceed fifteen cents per barrel of forty-two gallons from any point east of Triumph Ridge to any point on the Allegheny river within three-fourths of a mile of Gordon Run, but from any point west of Gordon Run, an additional charge of ten cents. Thus at the West we are to have underground oil companies, as a parallel to the underground railroad companies of the East.

Also a similar act incorporating the Grove Farm Oil Company, in same county, with similar powers.

IRISH BLATHER.

Yesterday afternoon Mr. Westbrook offered resolutions of sympathy with the "Finnigans," which were made a special order for next Wednesday evening. Ambitious members, who have a considerable sprinkling of the Irish element in their districts, will then severally have a chance to write and speak a piece of buncombe, get it into the *Legislative Record*, and in that shape mail it to their Irish constituents. The Irish are excellent at blarney, and naturally, on Hanneman's homœopathic principle of *similia similibus curantur*, admire others who have the same quality. They readily swallow compliments, but I have yet to see the first one of them that ever believed the history or character of the race needed any revision.

BILLS REPORTED TO-DAY.

An act to secure uniformity of gauge in the purchase and sale of crude petroleum. To authorize the appointment of an additional notary public in the city of Pittsburgh. To repeal a supplement to an act entitled an act for the improvement of Highland Avenue, in Collins township. To authorize the school directors of McKeesport, to equalize the payment of bounties. For the licensing of vehicles in the borough of Lawrenceville, Allegheny county. This bill gives the Burgess and Town Council general power to issue licenses to carts, hacks, drays, &c., at one-half the rate charged in Pittsburgh. Penalty for violation not to exceed fifty dollars fine.

CONSOLIDATING MANUFACTURING AND MINING COMPANIES.

A bill will soon be reported from the Senate Judiciary Committee, which should be of interest to Allegheny county. It provides that joint owners, tenants in common, or adjoining owners of mineral lands, or owners of mills, factories or other property necessary to the business for which a corporation is proposed to be organized under the general manufacturing law, may subscribe to the capital stock of such corporation and pay for the same by a conveyance of such property at a cash valuation, to be agreed upon by not less than three-fourths of all the parties in interest, and the interests of the owners mentioned in the articles of association shall vest in the company, without further conveyance, in the same manner and to the same extent, as if the company had been organized under the general joint tenant act of 1854.

SOLDIERS' ORPHANS.

The Senate has done a truly humane act by passing a liberal act for the care of Pennsylvania soldiers' orphans, and of orphans of citizens of other States who died while in service in Pennsylvania regiments. The bill provides for the appointment by the Governor of a State Superintendent of soldiers' orphans for a term of three years, with same salary as Superintendent of Common Schools, with his office at Harrisburg. He has discretionary power to contract for good and sufficient accommodations for not less than 150 orphans until 16 years of age; one such establishment in each of the 12 Normal School Districts, if required; the State not to be liable for the cost of repairing or furnishing institutions; Superintendent to receive from mothers and guardians transfers of the care, &c., of the children, which shall be valid and binding; withdrawal, truancy or conspiracy at such withdrawal, punishable as absconding apprentices, their aiders and abettors. The Superintendent and the Governor to prescribe rules and regulations for the government of such institutions, and have general superintendance.

GENERAL RAILROAD LAW.

I see the COMMERCIAL continues to pay its respects to the general railroad law. It is expected to come up in the House early next week, and several members are getting coached up to make a stout fight against its passage. Lee, of Philadelphia, who denounced the Pittsburgh and Connellsville Railroad Company as a "recreant corporation," and who appears to be the authorized fugleman of the Pennsylvania Central influence, will doubtless undertake to show the general act is a very *free* one.

GENERAL APPROPRIATION BILL.

The Committee of Ways and Means have agreed to all the appropriations, except the charities. On these the Committee are tied, and for the present at a dead lock. The aggregate allowance of the bill will exceed that of last year by about $500,000. *

PROPOSED COAL TAX.

The Bill as Introduced.

Special Correspondence Pittsburgh Commercial.

HARRISBURG, March 15, 1867.

The following is the bill brought forward to increase the revenues of the Commonwealth. An impression seems to exist in the West that it taxes the West. Such is not the fact. The bill has been specially guarded in that respect, it being drawn to reach a class of corporations in the Northern portion of the State who pay but few taxes, and possess double privileges; viz: the right to *mine and transport*, and by a decision of the court they are exempt from all tax on tonnage carried out of the State, and also from all tax on gross receipts and net income. As most of the coal they mine is carried out of the State, the decision of the court really freed them from all taxation. The fact is also recognized that anthracite coal is monopolised by Pennsylvania, whilst the West, which produces bituminous coal, has severe competition, not only at home, but also from the Pritish Provinces.

An Act to increase the revenues of the Commonwealth.

SECTION 1. *Be it enacted, &c.*, That from and after the passage of this act every railroad, canal or transportation company which possesses the right to mine coal, or purchase or lease and sell the same, shall quarterly, on the first days of January, April, July and October, make a report under oath or affirmation, stating the amount of coal mined by them, and from property owned and leased by them, and the amount of coal purchased by them, or mined from property owned by them that may be leased to other parties during the preceding three months, and shall pay to the Commonwealth within thirty days thereafter, a tax of ten cents per ton upon all and every ton of anthracite coal so purchased or mined, the account to be settled by the Auditor General and State Treasurer, and in case of default in payment, to be recoverable as other taxes due the Commonwealth are now by law recoverable: *Provided*, that the amount of coal consumed in the transaction of their business shall not be included in their return: *And provided further*, That said corporation shall be exempt from the payment of the tax upon tonnage, as imposed by "An act to provide additional revenue for the use of the Commonwealth," approved the twenty-fifth of August, one thousand eight hundred and sixty-four, upon all coal upon which a tax shall be paid under the provisions of this act, and also from the tax on net earnings or income as imposed by the act of April thirtieth, one thousand eight hundred and sixty-four, and also from the tax upon gross receipts imposed by the act of twenty-third February, one thousand eight hundred and sixty-six, so far as the net earnings and gross receipts are derived from the mining and transportation of the said coal.

SEC. 2. If any such company or corporation shall fail to make return provided for in the preceding section for a period of thirty days after the date therein fixed for the same, such company shall be liable to a penalty of twenty-five per centum upon the gross amount of the tax which shall be ascertained to be due the Commonwealth.

SEC. 3. If any such company or corporation shall neglect or refuse to pay the amount of tax due the Commonwealth under the first section of this act, together with any penalty they may be liable for under the second section, for a period of thirty days after the settlement of their accounts by the Auditor General and State Treasurer, the said company or corporation shall forfeit and pay to the Commonwealth a penalty of twenty-five per centum upon the amount of said accounts as settled with such interest upon the entire amount due thereon as is or may be provided by law: *Provided*, That any corporation failing to make the return required by the first section of this act within the specified time, and also failing to make payment on the settlement as provided for in this section, shall be liable to both penalties, namely, twenty-five per centum for neglect to return, and twenty-five per centum and interest for neglect or refusal to pay the same.

THE CONNELLSVILLE BILL.

Speeches of W. P. Jenks, C. E. Boyle, George Wilson and Others.

The Vote--Skulkers and Backsliders

Special Correspondence of Pittsburgh Commercial.

HARRISBURG, March 14, 1867.

The bill to repeal the infamons act of August 19, 1864, which the Pennsylvania Central Railroad procured to be passed, and by which a much needed and struggling corporation was robbed of its corporate rights, because, prospectively, it was likely to obtain an Eastern outlet, to promote rapidly the development of Western Pennsylvania, and eventually relieve that section from an absolute dependence upon the Central road, came before the House as a special order at 10½ o'clock, A. M. The bill had been passed to a third reading and laid aside. All the notorious lobby agents of the Pennsylvania Central, Samuel Moon, Alex. McClure, of the Franklin *Repository*, Wm. J. Howard, Fuller, and others, were busy among members while Mr. Jenks was speaking. McClure remarked in presence of several gentlemen, that when he was a member he never made a speech of an hour when there were 55 votes against him in the House—meaning, in legislative slang, that the thing was "set up" to that number of votes. If they had 55 votes they were trying very hard all day to get the 56th against the bill. The debate will be continued this evening, and the vote taken in the morning, when we shall know if McClure is a prophet.

The opening, the exhaustive speech for the road was made by Mr. W. Jenks, an indomitable, upright, and truly able lawyer from Jefferson county:

SPEECH OF MR. JENKS.

After reading resolutions of instructions from his constituency asking him to favor the repeal of the act of 1864, he proceeded to review the financial and legislative history of the road. It was an unfortunate circumstance, that the original act of incorporation, granted in 1837, was somewhat defective, yet it gave power to construct a road from Pittsburgh to Connellsville with the right to intersect with any other road. The defects in the act of 1837 fully explain the company's original delays. There was no provision by which corporate bodies could become subscribers to the stock. Directors could not mortgage the road to those who were ready to subscribe largely. Another defect was that stock could not be represented by vote in the management, in proportion to the amount subscribed. Still another cause of the early delays was the fact that the Baltimore and Ohio Railroad had, as early as 1828, obtained a charter to run on a line near the Connellsville road's which did not expire by limitation till 1843, and many friends of the road were fearful that the Baltimore and Ohio might put their charter under contract. Hence the early delays. In 1843, the Legislature authorized the road to run from Pittsburgh to Turtle Creek along the line of the Youghiogheny, and beyond Connellsville, and a serious defect in the act of 1837 was remedied, by authorizing counties to subscribe to its stock. An act of 1846 further remedied the defective act of 1837 by giving one vote to each share of stock. By the act of 1853, counties were authorized to borrow money for the purpose of subscribing to the stock of the road, and it was authorized to mortgage its franchises for the purpose of securing county and other corporate subscriptions. In all this legislation the State had proclaimed the character of its relations to the road, and its purpose to encourage its construction and completion, and to grant all necessary powers for that purpose. In 1853, for the first time, the corporation had adequate powers to proceed with its work, and from that time until the infamous act of 1864 robbed it of its rights, proceeded with unabated activity, and made as much progress as any railroad corporation in the State. In 1864 it had completed sixty miles and made arrangements for twelve miles more, and with the Uniontown road to open through Fayette county early in 1866, the Legislature passed a remedial or condoning act, by which it was declared that none of the road's franchises should lapse by reason of any previous omissions. Reviewing all its acts back to 1837, it declared by one great comprehensive act that all previous acts should stand confirmed, and the road be amply reassured in the full possession of all its powers, rights and franchises. All defects and irregularities were thereby forgiven, cancelled, obliterated, and fully condemned. In 1853 the citizens of Baltimore subscribed $1,000,000, and subsequently the subscription was assumed by the city. The cities of Allegheny and Pittsburgh and Westmoreland and other counties subscribed to the stock, on their faith in the State's legislation in favor of the road. Up to 1864 the road had paid $700,000 of indebtedness, besides providing rolling stock. In that year it had twenty locomotives, and could easily have borrowed a million dollars from the Baltimore and Ohio road. It maintained itself well through the disastrous crisis of 1857, which did not wholly cease till 1862. During these five years railroad stocks were generally unsaleable, yet such was the public confidence in this enterprise that during the depression the city of Baltimore lifted its first mortgages, and the Connellsville road was enabled to borrow $400,000. Notwithstanding all these almost superhuman, certainly pre-eminently successful, achievements, the corporation's enemies declared that it had misused and abused its corporate franchises, and on the 19th of August, 1864, in defiance of the faith of the Commonwealth, repeatedly plighted during a period of twenty-seven years, in violation of private vested rights, against all accepted ideas of public morals, and equally against law and equity, without any evidence, especially without any complaint from the section of the State for whose benefit the road was intended, those enemies, through the agency of a corrupt legislative body, robbed the company of its charter to the extent of preventing it from extending its line beyond Connellsville. The evidence taken before the court at Williamsport in June, 1866, the verdict of the jury, and the previous decision of Judge Grier declaring the disabling act of August 19, 1864, unconstitutional, were frequently referred to during Mr. Jenks's remarks, and copiously quoted from. Although the Pennsylvania Railroad is already overworked with business, the freight at Pittsburgh and other western points waiting weeks before it can be forwarded, it still endeavors to strangle this road. Pittsburgh is the great commercial city of Western Pennsylvania. The Monongahela river, the Allegheny river and railroad, the Steubenville, Cleveland and Pittsburgh, Pittsburgh, Fort Wayne and Chicago, and other important roads are all tributary to this city, and it is of the very first importance that it should have the increased facilities for getting its freight to tide-water which the completion of the Connellsville road to Cumberland, or to some point at the State line, would eventually secure.

EVENING SESSION.

At half-past seven the debate on the bill to repeal the disabling act of August 19, 1864, was resumed. After a pertinent and forcible speech in favor of the repeal by Mr. Deise, of Clinton county, Mr. Boyle, of Fayette, resumed his morning speech, having given way for the purpose of expediting the transaction of certain routine business during the afternoon.

SPEECH OF MR. BOYLE.

Mr. Boyle denied that the act of 1864 had been passed because of the delay of the Pittsburgh and Connellsville Company in constructing its road. The contrary was the fact. So long as nothing was done towards building the road east of Connellsville, no suggestion of repeal was ever made; and had that condition of affairs continued, the Company would have been allowed to continue in undisturbed possession of its franchises. He read from the evidence given on the trial of the cause in the United States Court, at Williamsport, to show that just prior to the passage of the act new life had been infused into the Company by the agreement of the Baltimore and Ohio road to advance it one million of dollars; and that the letting of the road had been advertised, and contracts made for its construction in the early part of April, 1864, and that the repealing act was passed on the 29th of the same month. He further showed that in 1856, the year of the passage of the concurring act, which in fact was equivalent to a rechartering of the company as of that date, the Company had no net revenue; that in 1857 it was only $827; in 1858, $971; in 1859, $5,588; in 1860, $21,041; in 1861, $21,217; in 1862, $39,437; in 1863, $55,228; in 1864, the year of repeal, $101,568—that scarcely any road in the country showed a larger rate of increase; that in the same period the company had paid over $700,000 of its floating debt, extended its road from West Newton to Pittsburgh, secured the Fayette county railroad, largely increased its rolling stock, and gave every indication of its success, and of its ability to finish its road to the State line. He earnestly argued that had the fact been otherwise, the charter would not have been disturbed; but that it was only when convinced that the road would be built, and would prove a successful rival, that the Pennsylvania Railroad Company, not the Legislature, with a falsehood on its lips, took from the Connellsville Company its corporate rights. He refuted conclusively the argument that the road's completion would injure the commerce of Philadelphia. Whatever increases the aggregate business of the country increases *pro rata* the wealth and resources of every section and especially benefits all important commercial centers, such as Philadelphia. This is a fact in accordance with the general principles of political economy, and all the history and experience of trade in this and every other enlightened government. Yet if the Central Road should feel the influence of competition, the fact would constitute no valid reason why the Western section of the State should be crippled and embarrassed for the benefit of a single corporation. Every corporation, like every individual, should be equal in the right to existence. The Pennsylvania Central gets what it asks, yet will not allow the building of other roads, however necessary. The theory of the enemies of the Connellsville Road seems to be that no outlet must be allowed to our internal trade, no connections must be made by roads outside the State, excepting always such connections as the Pennsylvania Central may choose to make. But true wisdom counsels the construction of roads wherever there is capital to build them, and as many external connections as the self interest of corporations may suggest. If completed, the Connellsville road would largely increase the business and revenue of the State, by accommodating all the western counties, and developing their trade. It is acknowledged to be the shortest and cheapest route from the West to Washington and the Eastern sea board. And, at this juncture in our public affairs, it is a paramount consideration to remember that the completion of this and all similar roads will contribute to strengthen the Union. The more lines of intercommunication we have, the more cordial will be the general community of feeling among all classes of citizens. As citizens of the State, we of the western counties have a right to this road; and it is in the interest of our section, in the interest of the whole State, and of the Union also, that the pending bill for the repeal of the act of August 19, 1864, should be passed.

REMARKS OF MR. DAVIS.

Mr. Davis, of Philadelphia, contended in a brief speech that the Pennsylvania Railroad had done a great deal for the State, that the completion of the Connellsville road would enure to the benefit of the Baltimore and Ohio, a rival trunk road, and that inasmuch as the question of the legality of the act of August, 1864, was now in the courts, he was in favor of leaving the matter to its decision.

Mr. Davis was followed by Mr. Colville of Allegheny county, who made an excellent speech in favor of the bill.

Mr. Allen, of Warren county, opposed the bill in a few feeble and incoherent remarks. Mr. Kennedy, of Wyoming, also opposed the bill.

A thoroughly impudent and scurrilous speech against the Connellsville road, and the people of the section through which it passes, was made by an Irish member from Philadelphia, one Hood. He spoke of the road frequently as a "one horse road," and of the people of Washington and Fayette counties as merely a parcel of sheep growers, and alogether a disloyal and contemptible set; although it is well known these counties are among the oldest and wealthiest in the State. From the thickness of his "rich Irish brogue," and his stuttering, vulgar style of utterance, one would be inclined to guess that the people of Washington and Fayette counties are at least as respectable as the "pisintry" from which he probably sprung.

SPEECH OF MR. WILSON, OF ALLEGHENY.

Mr. Speaker, perhaps no bill will be presented to the House during the present session, of such great importance to the people of Western Pennsylvania as the bill now under consideration. I will not now undertake to portray the feelings of the people of the West in regard to the fate of this bill, but in my own immediate locality, I may be permitted to say, it is deep, settled, and determined. We had hoped that this gigantic influence, unseen but felt, to the detriment of the interests of the West, would have relinquished its grasp, and that this bill would have been permitted to pass this House with but little opposition. We had fondly hoped that a measure, so manifestly just, would have commended itself to the judgment of all candid men, and that this Legislature would have been quick to do justice, not only to a portion of our own people, but to a misabused corporation; but on this we have been sorely mistaken, and we have again become victims of a power which, if not checked, will sooner or later destroy many of the constitutional privileges we now enjoy. But, Mr. Speaker, great as this feeling is in my locality, I shall vote for this measure, not as a local one, but as a matter of State policy, and I think a reference to the statistics of other States will justify me in this conclusion. I beg leave to call your attention to the following facts, from a statement made before the Railroad Committee of this Legislature by the President of the Connellsville road, and published at the time in the daily papers. "The State of Pennsylvania is just one hundred and one years older than the State of Ohio, yet at the census of 1860, the population was only 2,900,000, while Ohio was 2,339,511, or to make a clearer comparison—Pennsylvania has 63 inhabitants to the square mile, while Ohio has 59. To-day it is claimed by her statisticians that she has outstripped us, and that she has a larger population to the square mile than we possess. In 1860, the great State of Ohio, though less in quantity by 6,000 miles, was valued at $26,000,000 more. Her personal estate at $114,000,000 more. Taking the amount of wealth returned by individuals, and Ohio is the third State in the Union. The number of miles of railroad in Pennsylvania in 1860 was 2,442, in Ohio 2,800. The number of miles built between 1850 and 1860 in Pennsylvania was 1,620, in Ohio 2,325."

Now, Mr. Speaker, with facts such as these staring us in the face, will it be thought an unreasonable thing that the people of the State should ask the Legislature to pass such laws as will enable her to compete with sister States? And if this be true of Ohio, if it be true that her progress be mainly due to her railroad system, with what force does it commend itself to Pennsylvania, especially when we consider that Ohio is an agricultural State, whilst Pennsylvania's wealth consists mainly in her abundant mineral productions?

But, sir, to return to the subject more directly under consideration. This road passes through a gap in the mountain seemingly by nature intended for this purpose, and it may seem strange, but it is nevertheless true that at a very early period in our history this rout was indicated by General Washington as the most feasible outlet to the great West. For this fact I refer gentlemen to Sparks's Life of Washington. This road has now completed fifty-nine miles to Connellsville, and a diverging line of thirteen miles to Uniontown, in the county of Fayette. The road when completed to Cumberland will be one hundred and fifty miles in length. It passes through the counties of Allegheny, Westmoreland, Fayette, Somerset and Bedford, all of which are rich in those great mineral productions which nature has so largely bestowed upon Pennsylvania. I may say here that Fayette and Somerset contain more than 1,000 square miles, and have no further outlet. Somerset has 1,050 square miles, nearly every foot of which is underlaid with valuable iron ore, and the largest veins of coal in the United States. Fire clay in abundance, marble and brown stone in endless quantities and thousands of acres of pine forest, equal to any that has ever been seen. Now, with such mineral resources as these buried in the earth, and the people languishing for want of facilities is it strange that they should seek an outlet, even though it be in a neighboring State. But in order to overcome this objection, which I know has been raised, I will here say that this road has a line under survey, and will build a road commencing at a point called Bridgeport, 126 miles from Pittsburgh, along what is known as Sherman's Valley, to this very city of Harrisburg, thus connecting with the Central Road, and passing on to New York by way of Philadelphia and Reading Road, via Allentown, being a shorter route to New York than any other known. Now, Mr. Speaker, I desire to impress this fact on gentlemen because I am aware that great objection has been raised against the bill from a want of knowing this fact. Now, when we consider that this road will be built, and that it will come to this city and connect with roads leading to the Metropolis, what becomes of the objections as to the trade going to Baltimore? I will here state a fact to show the importance of this route. When this road is completed it will be by way of Point of Rocks from Pittsburgh to Washington, and thirteen miles shorter than any other route, and at the usual express rate, will be but ten hours ride.

But we must have more facilities for getting to the East. We have now terminating in the city of Pittsburgh six railroads—the Fort Wayne, four hundred and fifty-six miles in length, draining the prairies of vast quantities of grain, enormous herds of cattle, hogs and sheep, bringing from the lakes all the various products of the States. This road has its prosperity largely diminished, for want of facilities by the Pennsylvania Central to transport its tonnage East. Its President has been heard to say, that his cars to the number of 300 have, for weeks, been playing warehouse for want of facilities on the Pennsylvania Central. There is also the Cleveland Road, of great tonnage, and four others, all of which go to make up the great aggregate. Add to these the tonnage of the Ohio river at Pittsburgh, and you have a grand total far beyond the capacity of any two roads. In order to show the absolute necessity that exists for another outlet Eastward, let me here state that our merchants and manufacturers are often compelled to take turns of shipping goods East. Some days none can be shipped, and drays are often compelled to return with goods, not being able to get them shipped. I have seen a number that would reach from here to the depot, stand for hours awaiting their turn. I have known them to be there before day break in order that they might get their goods shipped. We must have an outlet for the vast products of Pittsburgh. The city requires it. I call attention to the following statement of productions of Pittsburgh. The city contains five hundred large manufacturing establishments. It has fifty glass factories and sixteen potteries, forty-six iron foundries, thirty-six rolling mills, thirty-three machinery establishments, fifty-eight oil refineries, besides miscellaneous works of almost every variety, the whole turning out an annual production worth $100,000,000. Another fact: Pittsburgh has several furnaces. The ore used is brought from Lake Champlain and Lake Superior, and in some instances from Canada. Now, what I would impress upon gentlemen is, the fact that abundance of this ore lies immediately on the line of this road, within sixty-four miles of our own doors, and yet our hands are tied, and we are denied the privilege of bringing this ore into Pittsburgh. Now this should not be a question as between the different parts of the State; it should not be a question between certain cities; it should not be a question of rivalry between railroad corporations. It is a matter of great pressing need to the whole people, and as one of their representatives, I appeal to gentlemen to pass this bill. I am not here as the representative of the Connellsville Railroad, but of a constituency whose wants can no longer be ignored.

This bill, like many others of a legislative character, has also a moral aspect. The Legislature, by solemn act, authorized this company to borrow money, and issue bonds therefor, and I think I am safe in saying, that it was well understood, that on the faith of this act the city of Baltimore was to loan her bonds to the amount of $1,000,000, and upon the faith of this act, that city with many of our own citizens, did loan them money, and, sir, every dollar was expended in our own State, and neither Baltimore, nor any other corporation, has ever received one cent in return.

Now, Mr. Speaker, having by our action induced people to loan money to the company, and then to repeal this act upon which the money was raised, is an outrage on the rights of the people and a disgrace to the statute books of the State. And, Sir, the time will come when men will be ashamed of the vote they give against this bill. I am not pleading for Baltimore or any other corporation, as against the interest of any section of my own State. I am proud of the metropolis of my own State; but, Sir, we must be just. As a Pennsylvanian I am jealous of the reputation of this Commonwealth, and believe that reputation can only be maintained by dealing justly towards all persons and respecting all rights, especially such sacred vested rights as belong to this road.

BILL DEFEATED—YEAS AND NAYS.

At eleven o'clock this morning the vote on the final passage of the bill was taken on a call of the yeas and nays. The absence of eleven members is explained by the fact, that several members had paired off. On the question, shall the bill pass, the yeas were, Barrington, Boyd, Boyle, Brannan, Chadwick, Chalfant, Chase, Collins, Colville, Day, Deise, Espy, Ewing, Gallagher, Gordon, Harbison, Harner, Heltzel, Hunt, Jenks, Jones, Kimmel, Leach, Linton, McCreary, McKee, Maish, Mann, Mechling, Meyers, Peters, Pillow, Rhoads, Richards, Tharp, Weller, Whann, Wilson, Glass, *Speaker*—39.

Nays—Adaire, *Allen*, Barton, Breen, Brown, Calvin, Cameron, Davis, Dehaven, Donohough, Fogel, Freeborn, Ghegan, Gregory, Headman, Hood, Humphrey, Josephs, *Kennedy*, Kerns, Kinney, Kline, Koon, Kurtz, Lee, Long, McHenry, Markley, Marks, Mullen, Quigly, Roath, Robinson, Roush, Satterwait, Seller, *Sharples*, *Shuman*, Steacy, Stehman, *Stumbaugh*, Subers, Waddell, Webb, Westbrook, Wharton, Wingard, *Woodward*, Worrall, Wright—50.

SKULKERS AND BACKSLIDERS.

In the list of nays you will notice, *imprimis*, Mr. Allen, of Warren. This member voted for the bill last year, and as the status of the question has in no wise changed, since the company's application being precisely the same, there can be no reason on the merits of the question why he should have misrepresented his constituency, by voting against the known sentiment of his county. I understand he hopes to return here next year and be a successful candidate for Speaker. Perhaps, in that view of the case, he thinks the influence of the Pennsylvania Central of more consequence to him, than the wishes of his constituency. Humphrey, of Tioga, also voted with the friends of the bill last year. As the question has not changed, why has his vote? And here is the dashing, brilliant Kinney, from Bradford, who was on the jury at Willamsport last year, which found the verdict on an issue of fact, that the Pittsburgh and Connellsville Railroad had not abused and misused its corporate franchises. Yet having found under his oath that the pretense upon which the disabling act of August 19th, 1864, passed, was a fraudulent pretense, he yet votes to continue the outrage. If he be a man of any moral sensibility, he ought to turn his back henceforth upon the clergyman, every time he hears the ten commandments read. Here, too, are Messrs. Sharples, of Chester, Shuman, of Perry, and Stumbaugh, of Franklin, who last year admitted by their votes that the road ought to have its franchises restored. If they were honest in their course then, they cannot justify or excuse their conduct now; nor remove the suspicion that attaches to their vote. Colonel Stumbaugh, a lawyer and a man of fair abilities, *must* know where the *right* of this question is. Why has his vote changed when the question at issue has not? The public had a right to expect a less suspicious course from the Chairman of the Committee on Bribery and Corruption.

Special Dispatch to the Pittsburgh Commercial.

HARRISBURG, March 14, 1867.

SENATE.

Bills in Place.

Mr. Stutzman—Act to compel the Connellsville and Southern Pennsylvania Railroad to commence road within six months.

Act exempting stockholders of corporations from local taxation.

Act to repeal law relative to sales of bonds and stocks by auctioneers.

Act to empower Courts of Quarter Sessions to annex the lands from one district to another for school purposes.

Mr. Graham, from the Committee on Vice and Immorality, reported the liquor bill, amended that in case a majority of the qualified voters of any ward, borough or township should remonstrate against licensing, no license should be issued from said districts.

HOUSE.

The following is the final vote on the Connellsville Railroad Bill:

AYES—39

Barrington, D, Northp'n	Jones, D, Berks,
Boyd, D, York	Kimmell, R, Indiana,
Boyle, D, Fayette,	Leech, R, Mercer,
Brannan, D, Luzerne,	Linton, D, Cambria,
Chadwick, R, Allegheny,	McCreary, R, Erie,
Chalfant, D, Columbia,	McKee, R, Allegheny,
Chase, R, Crawford,	Marsh, D, York,
Collins, D, Schuylkill,	Mann, R, Potter,
Colville, R, Allegheny,	Mechling, R, Armstrong,
Day, R, Washington,	Meyers, D, Northampton
Deise, D, McKean,	Peter, R, Allegheny,
Espy, R, Crawford,	Pillow, R, Butler,
Ewing, R, Washington,	Rhoads, D, Berks,
Gallagher, R, Indiana,	Richards, R, Somerset,
Gordon, R, Indiana,	Tharp, D, Northumber'd
Harbison, R, Lawrence,	Weller, R, Somerset,
Harner, D, Berks,	Whann, R, Venango,
Heltzell, D, Adams,	Wilson, R, Allegheny,
Hunt, D, Clearfield,	Glass, R, Speaker, Allegheny.
Jenks, D, Clarion,	

NAYS—50.

Adair, R, Philadelphia	Long, D, Cumberland,
Allen, R, Venango	McHenry, D, Luzerne,
Barton, R, Delaware	Markley, D, Montgomery
Breen, D, Schuylkill,	Marks, R, Philadelphia,
Brown, R, Juniata,	Mullen, D, Philadelphia,
Calvin, D, Bucks,	Quigley, D, Philadelphia
Cameron, R, Susquehan'a	Roath, R, Lancaster,
Davis, R, Philadelphia,	Robinson, D, Schuylkill,
DeHaven, R, Philadel'a,	Roush, D, Union,
Donohough, R, Phila,	Satterthwait, D, Montg'y,
Fogel, D, Lehigh,	Seiler, R, Dauphin,
Freeborn, R, Philadel'a,	Sharpless, R, Chester,
Ghegan, R, Philadelphia	Shuman, R, Franklin,
Gregory, D, Philadelphia	Stehman, R, Lancaster,
Hood, D, Philadelphia,	Stumbaugh, R, Franklin,
Humphrey, R, Patton,	Subers, R, Philadelphia,
Josephs, D, Philadelphia	Waddell, R, Chester,
Kennedy, R, Susque'a,	Westbrook, D, Wayne,
Kerns, R, Philadelphia,	Wharton, R, Mifflin,
Kinney, R, Bradford,	Wingard, R, Lycoming,
Kline, D, Lehigh,	Woodward, R, Erie,
Koon, D, Luzerne	Worrall, R, Philadelphia
Kuntz, D, Centre,	Wright, R, Lycoming.
Lee, R, Philadelphia,	

Quay, R, of Beaver, paired off with Hoffman, R., of Dauphin, and Phelan, D, of Greene paired off with Armstrong, R, of Lancaster.

Involuntary Bankruptcy.

[From the Philadelphia Inquirer.]

The provisions of the new Bankrupt Bill, so far as they affect voluntary applications, are now generally understood, but those which give to creditors the power of proceeding to make their debtors bankrupts are not so well known. They are much more extensive than like provisions in former acts, which have been in force in this country, and they are important to be understood. The cause which will authorize a creditor to proceed against his debtor are as follows:

First—The voluntary departure of the debtor from the State, district or Territory of which he is an inhabitant, with intent to defraud his creditors.

Second—Concealment by a debtor, to avoid the service of legal process, in any action of debt or upon demand.

Third—Concealment or removal of property, to prevent its being attached, taken or sequestered on legal process.

Fourth—The assignment, gift, sale, conveyance or transfer of estate, property, rights or credits, in this country or abroad, with intent to delay, defraud, or hinder creditors.

Fifth—Being arrested and held in custody under mesne process of execution for a debt valid and provable under the the Bankrupt law exceeding one hundred dollars, if such process is not discharged by payment or by law within seven days.

Sixth—Actual imprisonment by process in a civil action upon a demand exceeding one hundred dollars, founded on contract, for more than seven days.

Seventh—The payment, gift or transfer, sale or conveyance of property or money to any person in contemplation of bankruptcy, the party being bankrupt or insolvent at the time.

Eighth—Giving a warrant to confess judgment, in contemplation of bankruptcy.

Ninth—Suffering property to be taken in execution, or on legal process, with an intent to give a preference to one or more creditors.

Tenth—Suffering property to be taken in execution, or upon legal process, with intent to give a preference to indorsers, bail or sureties, with intent to delay or to defeat the operations of the act.

Eleventh—The fraudulent stoppage or suspension by a banker, trader or merchant of payment of his commercial paper, not resumed within fourteen days.

Any person thus liable for the acts designated may be made a bankrupt within six months after their perpetration, on the petition of one or more of his creditors, the aggregate of whose debts amount to $250. Nor is this all. The transaction which caused the bankruptcy is void, and the assignee may recover back property transferred or money paid by the bankrupt; provided, that the person receiving it had reasonable cause to believe that a fraud was intended, or that the debtor was insolvent. And furthermore, such person so implicated in the fraud, if a creditor, shall not be allowed to prove his debt against the bankrupt, and must lose it altogether.

It will thus be seen that this act not only gives to the debtor who has been honest but unfortunate the means of relieving himself from his burden, but it guarantees to the creditor a remedy against fraudulent practices, renders disposition of property in favoritism and preference void, and punishes not only the party making such preference, but him who was to receive the benefit. Against involuntary bankrupts, orders of arrest and imprisonment may be issued, and they may be either confined or made to give bail for their appearance. These regulations may affect business very much, and it is the duty of every one having trnsactions with others to make himself master of the directions of the law, so that he shall not render himself innocently liable to punishment.

American Five-Twenties in Paris.

Bowles, Drevet & Co., in their weekly circular, dated Paris, March 1, 1867, say: "American five-twenties alone continue unaffected by the various influences which agitate the Bourse. The course of gold and the news, favorable or otherwise, which the telegraph brings from New York, produce slight movements of advance or decline, with, however, no considerable variation. Sellers speculating under apprehensions they believe well founded are numerous and active; but purchases for investment establishing the equilibrium and prices are maintained.

"On the report, which has been but little credited, that two hundred millions five-twenties of 1862 (the only issue freely negotiable at the Paris Bourse) had been discovered to be counterfeit, a slight decline has taken place. The news that President Johnson will not be impeached has had no influence on this security, which was quoted in our last circular at 83 9-16 and close to-day at 82¾."

Dismal Swamp Canal.

The Dismal Swamp Canal, which penetrates and passes through the inmost recesses of the Great Dismal Swamp, and connects the harbors of Norfolk and Portsmouth with the sounds and inland waters of North Carolina, is in the process of great improvement. Colonel Walton, the engineer of the projected improvements, with a number of assistants, is engaged in surveying the canal and staking out the line. The whole course of the canal is to be dredged and deepened, and the width is to be increased twenty feet, making the canal sixty feet broad. The locks are also to be removed and extended twenty-five feet. The excavation will commence next month, and when finished will place the canal in a condition to accommodate ten times the amount of business it is capable of doing at present.

The Failures in Providence.

The failure of Taft & Co., in Providence, for $1,500,000, has been followed by that of Amasa Martin for $900,000, Bailey & Eaton for $500,000 and the Waukegan Company for $2,000,000. Considerable anxiety prevails in regard to them, but comparative quiet prevails.

MAXIMILIAN.—A letter dated Vienna, February 27, says: "I learn that the correspondence I signalized as having taken place between Maximilian and his brother, is, as I at the time stated my belief it must be, entirely apochryphal; the rumor of its existence reached a few of the papers here, who alluded to it in careful terms, but have since dropped the subject with a statement of its untrustworthiness. Indeed, it bore that on the face of it. The general belief exists here that since Maximilian changed his mind lately, and, instead of coming home, determined to remain in his empire, he has lost every supporter and friend he formerly had in this Government; he need not now look for any assistance whatever, be it moral or other, for any acts he may perform. With the people he remains as great a favorite as ever, but his own relatives have given him up as an obstinate, wayward and capricious fool.

HOURS OF LABOR IN MASSACHUSETTS.—The majority of the Committee on Questions of Labor have reported to the House of Representatives of Massachusets a bill making a very proper and humane provision against the employment of young persons in factories for an excessive number of hours in the day. The Legislature will probably adopt this report, and decline to legislate respecting the hours of labor of adults. A minority bill has been submitted, providing for an annual reduction of the hours of labor for all persons in factories, except those occupied in repairs and in necessary labor, until in 1869 they shall be reduced to eight hours in the day.

AMERICANS IN PARIS.—The list of Americans already published as arrived in Paris indicate the extent to which this country will be represented at the Exposition. The books at the several steamship offices are in some instances full for months in advance, and all of them are well taken up. In all probability the United States delegation will stand numerically second only to Great Britain. Our artists seem emigrating *en masse*; families are going in neighborhoods, while among the clergymen a revival of the old-fashioned "Europe fever" has sprung up, and the ecclesiastical body will take the gay city by storm.

The Roman Catholics of St. Louis contemplate the erection of a cathedral, which, when finished, is to surpass the one in course of erection in New York, which was projected by Archbishop Hughes, as far as that will surpass the present cathedral at Philadelphia. The plot on which the new cathedral is to be erected is over four hundred feet long by one hundred and fifty feet wide, over 60,000 square feet. This will afford room for the largest church edifice in the United States, and as large as some of the celebrated cathedrals of Europe.

THE new law relative to the Supreme Court provides that the Chief Justice and his associates shall be allotted among the existing circuits by order of the court, and whenever a new allotment becomes expedient or necessary, the court, if in session, shall make the same, and if not in session, it shall be made by the Chief Justice himself, and be binding till the next term and till a new allotment is made by the court. The law also provides that the court shall appoint its own marshal.

THE SOUTH MOVING.—The reports from the South continue to favor the belief that nearly every State will speedily move in the work of reconstruction. There is an immediate prospect of the era of good feeling—at least good action.

THE friends of Col. William B. Thomas are urging him for the post of Collector at the port of Philadelphia. Considering that he was removed by Mr. Johnson, his appointment again would argue somebody has changed.

PITTSBURGH HORTICULTURAL SOCIETY.—A meeting of this society was held at their rooms in the Market House building on Wednesday, when the following officers were elected to serve for the ensuing term: President—George R. White. Vice Presidents—John Murdock, Jr., Moses Chess, Dr. A. H. Gross. Corresponding Secretary—Gen. James S. Negley. Recording Secretary—D. Bacon. Treasurer—George G. Negley. Dr. Depuy presented the meeting with a bottle of catawba wine, of the vintage of 1864, manufactured by himself, which was pronounced very fine, and a vote of thanks returned. The Association then adjourned till Wednesday morning next.

THE GREAT REPUBLIC.

A Brief Description of a Great Boat.

Dimensions, Power and Appointments.

Great Rush of Visitors Yesterday.

For months past, visitors to the Monongahela wharf have regaled themselves with a view of the grand proportions of the new steamer Great Republic, which on to-day, will take her departure for the South, never to return to this port. Curiosity has been on tip-toe to get a glimpse at the interior of this gigantic steamer, whose colossal proportions have been the theme on every tongue interested in boating or Western waters, and to-day her principal owner, Captain Wm. B. Donaldson, proposes to throw her cabin and decks open to the public, for the inspection of all who may desire to call, and they will not be few. Various descriptions of the Great Republic have been published, but all have failed to give anything like a correct idea of the magnitude of the boat, the elegance of her appointments, and thorough finish of her workmanship. On one point, however, all agree, and that is, for beauty of architectural design, strength of motive power, carrying capacity, and thorough workmanship in every detail, her equal is not to be found on Western waters. This may seem strong language, but an unprejudiced inspection of the boat will fully substantiate it. The following description of the boat, the facts and figures being obtained from her builders and officers, will give our readers some idea of her magnificence:

THE HULL

Was built by Messrs. E. & N. Porter, at their yards at Shousetown, and is a remarkable specimen of workmanship, for strength and durability. The dimensions are: Length on deck, 330 feet; width of beam, 51 feet; depth of hold, 10 feet; 6 feet shear forward and 5½ feet shear aft; extreme width over all 95 feet. Her timbers are 4½ by 11 inches, twelve and thirteen inches apart; plank, five inches thick. Heighth between main and boiler decks, seventeen feet: main keelson, 12 by 24 inches; bulge keelson, 8 by 16 inches; floor keelsons, 6 by 12 inches, five in number on each side; centre bulkhead, 3½ inches thick; beams, 9 by 4½ inches; deck, 3 inches thick. The model is faultless, her builders having in view the greatest speed ever attained by a western river steamer. Her bow is beautifully modeled, and her cut-water though not so sharp as a Damascus blade will yet cleave the water so cleanly and silently that the element will be cheated of her approach. "Great expectations" exist as to her speed, and if with the most perfect hull and the most powerful machinery ever put in a steamboat these expectations are not realized, our skilled mechanics will be mistaken for the first time in the history of steamboat building.

THE MOTIVE POWER

Of the Great Republic is to practical minds the most astonishing feature of the boat. She is provided with two of A. Hartupee's patent duplex condensing engines. The two small cylinders are twenty-eight inches in diameter and ten feet stroke. The two large cylinders are fifty-six inches in diameter and ten feet stroke. The small cylinders are supplied directly from the boilers—the large cylinders by the exhaust steam from the small cylinders; consequently, all the power derived from the large cylinders is gained without any expense of fuel, which power is almost twice that of the small cylinders, and therefore gives a saving of about sixty per cent. of fuel, which is one of the heaviest expenses of running a steamboat. The inventor claims that with this kind of machinery boats can run on a much less pressure of steam than boats with the old style of engines, and consequently are much safer from explosion from the fact that they will carry a low pressure of steam on boilers designed to sustain a high pressure. She is provided with seven boilers, forty-four inches in diameter, and twenty-eight feet long, with four flues in each, of the very best material and workmanship. Her wheels are forty feet in diameter, eighteen feet buckets with thirty inches face, and are a model of strength. She has a "Doctor" to supply the boilers; one engine in the bow to work the capstan; one in the stern to work the stern capstan, and one engine amidship to work Robert Lea's patent freight elevator. She has a steam fire engine with three hose connections, with one hundred feet of hose always attached to each connection, capable of throwing four hundred gallons of water per minute on any part of the boat. The shafts and cranks, which weigh thirty-two tons each, are of wrought iron from the forge of Joseph P. Haigh. Her chimneys are seven feet in diameter, and seventy-three feet high above hurricane deck.

THE CABIN

Of the Great Republic, which approaches in magnificence the storied palaces of the East, was designed and constructed by Charles Gearing, Esq. The extreme length of the cabin is two hundred and seventy feet, and is twenty-eight feet two inches wide. It contains fifty-four state rooms, each eight feet square, and fitted up in an elegant and comforable manner, having ward-robe, wash stand and toilet stand, and bed hung with brocatelle curtains. The promenades on each side of the cabin are five feet six inches wide, and between the promenades the cabin is seventeen feet in width. The promenades are separated from the cabin by a row of columns on each side, seventy-two in number. These are united by beautiful arches, perforated and carved. The finish over the doors is a canopy, perforated and carved, and supported by columns. The looking-glass in the ladies' cabin is six feet three inches in length, by ten feet wide, and is elegantly finished, in keeping with the interior arrangements of the cabin. The office, which is a handsome specimen of architecture, is located in the centre of the cabin forward, and is a circle of fifteen feet diameter, elegantly ornamented with perforated and carved facings. All the ornamented work of which bears its beauty is heightened with a skillful application of azure, white and gold coloring. The design of the cabin is strictly Gothic, and although the work is elaborate it is not overdone. The furniture of the cabin was made to order, of modern style and most costly material. The carpeting is English velvet, furnished by McCallum & Bro., of this city, and cost twelve dollars per yard—the whole expense for carpeting being ten thousand dollars. Pendant from the hurricane deck are ten elegant chandeliers, valued at five hundred dollars each, which, when burning, shed a brilliant light over the entire cabin, and serve to give passengers an excellent opportunity of inspecting the splendid

OIL PAINTINGS,

By our talented townsman, Col. W. C. Wall. These paintings are sixty-six in number, and are chiefly transcripts from nature, while a few are copies. Commencing at the front entrance to the cabin, in the semicircle over the office are three summer views on the Conemaugh, near Bolivar, sketched by Mr. Wall. Taking them by pairs—one on the right, the other on the left—we have next two autumn views, copied from lithographs; then two views on the Susquehanna, sketched from nature; two Arctic Ocean scenes, taken from Dr. Kane's work; two marine views; two waterfalls, conceived by the artist; a view on the Susquehanna, near Harrisburg, and another on the Conemaugh, both sketched by Mr. Wall; a view on the Mississippi, near Milliken's Bend, and one on the Susquehanna, below Harrisburg, also sketched from nature; a view of Mr. J. M'D. Crossan's place, Hulton's Station, on the Allegheny, and one on the Ohio, just below the city; two views on the Susquehanna near Millersburg; two fancy river scenes; a view on the Hudson, sketched from nature, and a twilight scene on a bay, copied; a view on the Allegheny, just above Sharpsburg, and one on the Ohio, near the Pork House; views of Lake Jessie and Fort Benton, Missouri, copied; a scene on the Tombigbee, and a marine view; a view on the Connecticut, and a lake scene, both copied; a view on the Ohio, sketched from nature, and a fancy river sketch; two views on the Kiskiminetas, by Mr. Wall; a morning view, fancy, and a view on the Conemaugh, near Blairsville, from nature; Lake Lochinvar and the Isle of Cypress, copied; two original landscapes; two copies, one of Venice, the other a scene on the Jersey Coast; views on the Ohio and Susquehanna, by Mr. Wall; two original autumn scenes; a view on the Ohio, below Manchester, and another on the Conemaugh, near Bolivar, both by the artist; two autumn scenes, original; two sketches from the Conemaugh, a view on the Kiskiminetas, and a sketch of Glass File Falls, on Andy Stewart's place, on the Youghiogheny, above Connellsville; two marine views, one of a light house, the other of the old Jersey prison ship; a morning view on the Susquehanna, and an evening view on the same river, just below Harrisburg, by the same artist; a sunset scene, and the "Lover's Quarrel," both copies; two American winter scenes, one from Wood's Run, and last of all an evening view on Lake George.

The tables of the Great Republic will be supplied with the richest description of ware. The most attractive will be the handsome service of plated silver ware, numbering four hundred pieces, which was gotten up in a style that reflects great credit upon the well known firm of Mead & Co., Philadelphia. For elegance of workmanship and design, this service is unsurpassed. It is made of nickel silver, and triple plated, and, aside from value, is more elegant and tasteful than if made of solid material. Messrs. Mead & Co. have expended much pains in getting up the several hundred pieces, as they give their exclusive attention to furnishing hotels and steamboats with ware, and desire, doubtless, to extend their trade to the West and South.

Among the office furniture may be mentioned two safes, which are built in—one a fire proof, and the other for packages. It is sufficient to say they were built by Messrs. Burke & Barnes, of this city, whose salamanders have a world-wide reputation.

THE NURSERY AND TEXAS.

The nursery, which is immediately beneath the ladies' cabin, has fifteen rooms, neatly fitted up, and on the same deck are the wash rooms, ironing rooms, bath rooms, &c.

The Texas is one hundred and seventy-six feet long by twenty-six wide, and has a guard six feet wide all around. It contains ten rooms for passengers, besides accommodations for the entire crew.

CAPACITY.

The boat draws but four and a half feet water light, and has capacity for two thousand five hundred tons of freight.

OFFICERS.

The Great Republic will be commanded by Captain W. P. Donaldson, her principal owner, a gentleman and officer well calculated by education and experience for the position. He will be ably assisted by his lieutenants, Capt. Sam. Barr, Jr., Chief Clerk, and Captain Charles A. Dravo, Cal. W. Bennett, Jr., and George W. Floyd, who will be associated in the office. This is an admirable association of steamboat clerks—there being none superior to them in southern or western waters. The rest of the officers are as follows: Samuel McBride and Samuel Williamson, Pilots; William Patterson, First Mate; Wm. Mumbar, Second Mate; John Hartupee, First Engineer; J. V. Starr, Second Engineer; Stewart Guthrie, Carpenter; Samuel W. Morgan, Steward; James Simmonds, Barkeeper.

BUILDERS AND FURNISHERS.

The following is a list of the builders of the boat and those who furnished her outfit, furniture, &c: Hull, by E. & N. Porter; machinery by A. Hartupee & Co.; cabin, Charles Gearing; boilers, Morrow & Barnhill; painting and glazing, O. R. Boggs & Co.; landscape painting, Colonel Wm. C. Wall; gilding decorations, mirrors, &c., J. J. Gillespie & Co.; bells, brass work, gas fitting, &c., A. Fulton's Sons & Co.; lines, outfit, &c., Caldwell & Bro.; sheet iron, copper, tin work, cook stoves, &c., Fitzsimmons & Morrow; cabin stoves, A. Bradley & Co.; spars, flag staffs, &c., George W. Coffin; upholstery, Holtzman & Weiderhold; carpets, &c., McCallum Bros.; blocks and rigging, Phillips & Becchey; wire tiller rope, Evans, Gilmore & Dallas, glassware, J. B. Lyon & Co.; books and printing, W. S. Haven; hardware, Whitmore, Wolf, Duff & Co.; furniture, J. W. Woodwell & Sons; silverware, Mead & Co., Philadelphia; chandeliers, Miskey, Merrill & Thackter, Philadelphia; china ware, E. V. Houghwaut & Co., New York; posters, cards, &c., M. Halstead & Co., Cincinnati; skylights of French plate glass, Wm. Coulter, Cincinnati; barber chairs and dolls, John DeCamp, Cincinnati; stained cut glass for doors, &c., A. Jones & Co., New York.

The Board of Trade of Pittsburgh furnished the handsome and costly set of colors, whose dimensions and elegance are in keeping with the character of the vessel. The Board of Trade also presented a grand piano, valued at one thousand dollars.

The entire cost of the boat and her appointments will approximate $350,000.

DEPARTURE TO-DAY.

Owing to the rapid falling of the river, Captain Donaldson has determined to leave with the Great Republic this afternoon for her future field of service. To our Southern and Western contemporaries we commend her as the beau ideal of beauty, strength and grandeur, with the further assurance that there is none now floating in Western or Southern waters that can compare with her. For elegance combined with safety and comfort the Great Republic outranks any boat now built, and when she is eclipsed in either respect Pittsburgh mechanics will be prepared to build equal if not superior to the best.

Her speed is yet to be ascertained, but from the construction of her model and the immense force of her motive power it is safe to say she will not follow far behind the fleetest boat on the waters. We wish the Great Republic and her clever and accomplished officers, a prosperous career, and will anxiously await a report of her first performances.

PIANO AND COLORS PRESENTATION.

At ten o'clock this morning, on behalf of the Board of Trade of Pittsburgh, Mayor, W. C. McCarthy will present a handsome Steinway grand piano, valued at $1,000, and an elegant set of colors valued at $200 to Capt. Donaldson. Thomas M. Marshall, Esq., will receive the presents on behalf of Captain Donaldson.

THOUSANDS OF VISITORS.

Although notice was given in yesterday morning's daily papers that the Great Republic would not be open to public inspection until this afternoon, thousands visited her yesterday. Visitors came from the city and from all the neighboring towns, and at one time the crowd was so great that it extended half way up the wharf. The boat was crowded with a living cargo from noon to dark, and hundreds were compelled to return without getting on board, contented with an outside view of her immense proportions.

Weekly Commercial.

SATURDAY, MARCH 23, 1867.

GOV. GEARY'S VETO MESSAGE.

GOV. GEARY'S veto message, on the bill granting unlimited powers to the Pennsylvania Railroad Company, has been received and printed in full elsewhere. No measure of such vast importance has demanded the action of the Executive of this State for many years, and it will kindle a noble admiration in the mind of the people to know that GOV. GEARY has proved himself fully equal to the occasion, and has branded the fearful proposition with the odious stigma it deserves. As the veto will undoubtedly be eagerly read and fully appreciated by our readers, it is not necessary for us to refer at this time to the salient features of the message.

It is a matter of pride for us to know that Pennsylvania has a Governor possessed of a courage so sublime, and a faithfulness to his people so rare, as to throw himself between the Commonwealth and a mighty and dangerous monopoly with a noble determination to preserve the rights of the people by controlling the powers of corporations. It cannot be denied that the Governor fully understood and appreciated all the bearings of this important measure, and that he has been controlled in the matter by a sincere and unquestionable desire to protect the interests of the people by keeping all corporations in complete subordination to the power and control of the law.

Governor GEARY by this veto has completely established his honesty and integrity of character, and has shown to the world that the pledges made by him, whilst a candidate for Governor, were not made merely to secure his election, but that the things promised by him were for the public weal. In thus redeeming his pledges as a candidate he has won for himself, what he justly deserves and will no doubt receive, the grateful thanks of the people. In the name of the people we thank him, and promise him the hearty support and encouragement of all our citizens who have at heart the best and truest interests of the State. This is a grand epoch in his life, and establishes the character of his administration. Let him keep right onward in this course, and his name will stand among the foremost of Pennsylvania's noble sons. We congratulate all our people that we have in JOHN W. GEARY an honest man, and an upright, fearless and efficient Governor, one who has proved himself above the blandishments of an unscrupulous and dangerous monopoly. Again, we tender him the thanks of the people.

MISSOURI AND MICHIGAN.

If we were called upon to pronounce as to which of these great States possesses the largest deposits of iron ore now accessible, and easily to be made accessible by railroads, we might find the decision difficult. Either of them contain enough to supply the whole country for ages. Missouri has the greater variety of ores, and the one or two kinds already reached by the Iron Mountain Road are more accessible to Pittsburgh and Southern Ohio than are the ores of Michigan. The latter reach water transportation at Marquette, by twenty miles or upwards of rail, coming thence by lake to Cleveland, and thence one hundred and fifty miles by rail to Pittsburgh. The Missouri Iron Mountain ores reach the Mississippi River with but sixty miles of rail transportation, and thence have water transportation to Pittsburgh. In the former route there are two trans-shipments necessary; in the latter but one, and that only from cars to boats, which is the least expensive transfer possible. The Missouri mines have the advantage of an agreeable and mild climate, and a situation in and near the cheapest food producing country on the continent. The Michigan mines have six months of winter—a country totally unproductive of supplies, and hardly two months of navigation to reach more productive regions or ship the products of the mines. The former were the first to be developed, and first had access by rail to a water communication. The first smelting furnaces erected in Pittsburgh were designed to use Missouri ore, and with that ore went into blast. Notwithstanding these advantages, we now find that nearly all the iron ore used in Pittsburgh comes from Michigan. The Missouri mines produce probably but little, if any more, than they did a year or two after the Iron Mountain Railroad reached them. The extent of their shipment to this city in 1866 probably did not exceed three thousand tons. The Lake Superior mines in the same year produced within a fraction of three hundred thousand tons of ore. They shipped from Marquette during their four or five months of lake navigation 270,038 tons. Of this quantity, 179,500 tons were received at Cleveland to be sent to smelting furnaces in Eastern Ohio, Western Pennsylvania, and Pittsburgh. Nearly 60,000 tons were brought over the P. & C. Road to this city. About twenty times as much as we received from the Iron Mountain of Missouri. It is proper to say here that this 60,000 tons must not be mistaken for the measure of the Pittsburgh consumption of iron ore. We receive large quantities from Lake Champlain and Canada, in addition to our local ores, which latter might well be abandoned had we proper access to those of Missouri.

What is the reason for this wonderfully superior development of the Michigan mines over those of Missouri, when the advantages are, as we have shown, so greatly in favor of the latter? And how shall Missouri gain the supremacy to which her advantages of climate and position entitle her?

An answer to the first question is suggested by the fact that the Iron Mountains of Missouri as yet accessible are monopolized by one, or at most two companies; whilst those of Michigan are owned and worked by a dozen or more, each full of energy and activity in developing the mines they control. As the railroads progress to the interior, every year opens up new localities.

The answer to the second question is patent to any one conversant with the resources and capabilities of Southeast Missouri. The Iron Mountain and Pilot Knob are the most northerly of a series of outlying spurs or knobs of the Ozark Mountains. From that point southward—and chiefly along the west side of the St. Francis river there are numerous similar outcroppings of iron, at short intervals for the first forty or fifty miles—then at longer intervals, the most southerly being an immense deposit or mountain of ore in Arkansas. The most southerly in Missouri are those in Butler county, about forty miles due west of the mouth of the Ohio river. In quality and name these ores are of great variety. We have seen pipe ores from near Greenville, to all appearance equal to the best found in Eastern Pennsylvania—and the richest of Specular and Hernatch ores are said to abound in the same region. When the Iron Mountain Road shall be extended on its way to Memphis into Butler county, and connected with the Mississippi river, at the mouth of the Ohio, by the Cairo and Fulton Road, already built as far as Charleston, Pittsburgh will have access to the ores, and they will be developed with an energy and success which will soon demonstrate the answer we give to the question. If located on the route through this region as originally designed, we predict a magnificent future for the Iron Mountain Railroad. The transportation of iron ores for the furnaces at Pittsburgh, and along the Ohio from Cincinnati to Pittsburgh—would alone justify its construction at a moderate cost, to say nothing of lead and other minerals on the route, and the thousands of tons of marble, granite, limestone and lumber it will carry to be shipped by the river to the Southern cities. It will reach, at the mouth of the Ohio, the point of perpetual navigation on the Mississippi, and command all the traffic obstructed in its water passage north or south, by low water or ice. At all times its Ohio river terminus will be the point whence the south-bound Ohio river steamers will tranship or receive by its rail, St. Louis, and north and south-bound freights, which now they do not receive. By its Memphis connections, it will be part of the great through line from the cities of New Orleans, Mobile, Charleston and Savannah to St. Louis and the Pacific Railroad.

Its extension Southwestwardly, through Arkansas to Little Rock, or the same result effected by the Cairo and Fulton road—which must be one of its feeders—will draw to St. Louis an immensely valuable trade from Arkansas and northern Texas. In short it will stand west of the Mississippi the single trunk line through which must form the communication between the great net work of roads north of St. Louis and those of Arkansas and the great lines already centered at Memphis.

Pittsburgh and St. Louis have a common and paramount interest in the proper consummation of a project which is capable of developing so grandly the iron mines of Missouri. The latter city has a double stake in the business, for in no other way can she regain her Southwestern trade, or share in its increase. In no other way can she turn to herself, by an almost air line to New Orleans, the current of travel from the Southern cities, or counteract the Chicago tendencies of the Illinois Central Railroad, and the Louisville and Cincinnati biddings of the Memphis and Louisville Railroad. We trust that the people of St. Louis will see to it, that the capabilities of the Iron Mountain Railroad, in the important particulars we have indicated, shall not be destroyed or marred by any diversion of the route to the Mississippi at points north of the mouth of the Ohio.

PITTSBURGH AND CLEVELAND.

One of the results our citizens hoped for from the passage of an honest free railroad bill, was the privilege it would confer upon them, to secure the construction of another railroad to Cleveland.

We have no complaint to make of the Pittsburgh and Cleveland Road, or its management. That road is not responsible for the fact that the business of the city has already outgrown its capacity properly to accommodate it. For years the manufacturing interests which have a chief market for their product in the Northwest, have suffered for want of additional facilities to reach the lake. This kind of pressure they have become accustomed to, and have begun to look with a sort of resignation upon the fact that, in part owing to the unsatisfactory manner in which the lake customers have been reached from their source of supply, they are rapidly erecting mills near home, by which to supply themselves. For their increase of production—failing to get another outlet to Cleveland—the Pittsburgh iron manufacturers might find another market, but within a few years past, a necessity to their business, has grown up which makes another road indispensable. We allude to the demand for the iron ores of Michigan, and the pig metal produced from them in Eastern Ohio and Western Pennsylvania.

During the year 1866, the product of the great iron mines of Michigan was 298,784 tons. There was shipped from Marquette during last summer, no less than 207,000 tons of ore and 18,000 tons of metal and blooms. Of this ore a large amount was delivered at Erie and other points, and 169,500 tons was delivered at Cleveland. Of this, 57,500 tons was brought to Pittsburgh. Nearly all of the balance was distributed to Smelting Furnaces on the Mahoning and Shenango, the product finding its way chiefly to Pittsburgh to be used in her rolling mills, forges and foundries. We are assured that if there was a competing Railroad from Cleveland to Pittsburgh, the shipments of ore to this point would be shortly doubled. Of our thirty-one rolling mill establishments, but four or five have blast furnaces. If assured of reliable and prompt facilities for getting supplies of ore, the blast furnaces would become adjuncts to many of them. Even as it is, the foundations of two additional furnaces are being laid, and we hear of others, waiting only for the *prospect* of another Railroad.

Including the ores brought by canal and river, probably 80,000 tons came to the city last year. The freight on eighty thousand tons of ore alone at the stated rates of the Pittsburgh and Cleveland Railroad, $2 50 per ton, would be $200,000. To assume that the consumption of iron ore in and about Pittsburgh could be doubled in a few years by increased transportation facilities is entirely within the mark. The Brady's Bend Iron Company, which will in a few weeks have railroad communication by the Allegheny Valley Road, say they will use if they can get it, at least 30,000 tons per annum of Lake Superior ore. The Monticello Furnace, near Kittanning, which had gone out of blast for lack of good ore, commenced on Lake Superior ore as soon as the stack was reached by the Allegheny Valley Railroad, and if transportation from Cleveland can be had numbers of the Allegheny iron furnaces will follow her successful example. The great works of the Cambria Iron Company, at Johnstown, would use a large quantity in the same event.

But it is useless further to enumerate. We have said enough to indicate how absolutely necessary to the progress of Pittsburgh, is an additional Railroad to Cleveland, and how great an inducement this single one of the many sources of profit offers to capitalists to engage in its construction.

PENITENTIARY STATISTICS.

The published report of the Board of Inspectors of the Western Penitentiary contains interesting information and materials for reflection. The first thing that strikes the notice is the large increase of convicts during the past year. The number at the beginning of the year was 259 and no less than 280 added before the year closed—enough having been discharged to leave the number at 418, viz: white males 383, females 8, colored males 25, females 2.

The nativity of the convicts shows that neither our own Commonwealth nor our country deserves the disgrace of them all. Pennsylvania gave birth to 171, Ireland 56, Germany 30, England 20, Scotland 5. Almost one-fifth of the whole are from the British Isles; and putting in 13 from Canada, more than one-fifth from the British dominions. New York State supplies 45, more than one-tenth of the whole.

Allegheny county has done its part in filling the penitentiary, which may indicate either a larger proportion of crime, or a stricter administration of justice. It has sent 155 of the whole number now in the prison, and of these it has sent 99 in the past year. Only a small proportion of these are natives of the State.

On the subject of habits and education, the statistics hardly support the old theories. Of persons without any education there are 59, able to read 63, to read and write 296. Of intemperate 160, of moderate 60, of temperate 198. Matrimony stands creditably in the case—of single persons there are 238, married 166, widowers 16. There are 53 under 20 years of age, one is so young as 13 years. Nine are between the age of 60 and 70 years. The oldest is aged 67, and his crime, violent, libidinous assault.

The times of servitude extend from one year to 22 years. During the past year 63 have been discharged by expiration of sentence, 46 by pardon. But two have died in the prison.

LET one thing be remembered: If the Bogus Free Railroad Bill goes upon the Statute book a law, it will be impossible, as Speaker HALL proved, to build a Railroad until it is repealed; and till then the Pennsylvania Railroad Company would have everything their own way. The Bill as introduced, was in the interest of the people. Senator LANDON took it to the Managers of the Pennsylvania Company, and it was changed into a disabling act to serve them. The passage of the Bill in its present shape, would be a victory for the Monopoly over the people. The Managers are engineering it to the Legislature. Whoever would serve them will, of course, support the Bill as it stands; but as many as are disposed to serve the people, will oppose it to the end. A thousand times better would it be to pass no law at all, than the pending Bogus Bill.

THE COMMERCIAL IN THE STATE SENATE.

In the State Senate, on Monday, Colonel HARRY WHITE took decided exception to the course of the COMMERCIAL on the Free Railroad question, claiming that we had accused those Senators who resisted the disabling amendments, but voted for the Bill after the amendments were carried, of being fools or knaves. After Senators LOWRY, BIGHAM and others had indulged in some remarks (we have but a statement of the fact) the matter was dropped.

Now, Senator WHITE and his associates cannot have been attentive readers of the COMMERCIAL, and appear to be disturbed by phantoms of their own—very naturally under the circumstances—rather than by what we have said. The hardest epithet with which we have characterized the action of those whom we recognize as sincere friends of the Free Principle—including the Senators named—in voting for what they were so successful in showing was a disabling act, was "a mistake," the commission of which, we were careful to say, "in no manner reflected on their integrity." From first to last we have regarded them as having committed an unfortunate "mistake," and have urged them to retrieve it by yet placing themselves right on the record. But those who, though professing friendship for the Free Principle, were all the while the servants of the opposition and deliberately spread the snare into which sincere men fell, we have denounced, and do still denounce, as faithless to the Free Principle and worthy only of condemnation. Who they are, is as well known at Harrisburg as in Pittsburgh.

Going back to Senator WHITE's question of privilege, we think he and those acting with him might have better employed their time in giving a reason why, failing to vote down amendments incorporated with the view of transforming the Free Bill into a disabling act, went for the Bill after the amendments had been inserted. And especially would it be in order for them to explain why, after the Bill had been shown by themselves to be "unconstitutional" as well as "impracticable for the construction of railroads," it commanded their votes. Unconstitutionality we supposed was at all times a perfectly fatal objection, one that no plea of expediency or other argument could weigh for an instant against. That Speaker HALL, and some others, should disregard it and swallow all they had said against the bill, is not to us at all strange. Not so, however, with the others, and it is probable that it is the position in which their action leaves them, and not anything the COMMERCIAL has said, that so much disturbs the gentlemen. Though Senator BIGHAM voted against the bill he desired to have it pass to see what they would do with it in the House.

We beg to suggest to Senator WHITE and his complaining associates, that this is not a question between them and the COMMERCIAL, but between them and the people. The COMMERCIAL has only shown why it is so; and it will be to no purpose for Senators to become angry at us. If anybody is between the upper and nether stone it is not our fault, and our course will be unchanged.

TEMPERANCE IN THE CAPITAL

The head officer over the subordinate police and watchmen of the Capitol, in Washington, intimating to them that their services would soon be brought to a close, informed them, also, that those who should succeed them would have to take not only the iron-clad oath, but likewise an ice-clad one. By this it was meant that they would have to be not only loyal but sober men; or, in other words, that they would have to give a pledge, with some "guarantees," that they would abstain from intoxicating drinks while on duty in charge of the public property.

The requirement of sobriety in the guardians of such vast and valuable public buildings the people will undoubtedly approve of. But how much more necessary is it that those who transact the momentous business of the Capitol should be temperate, sober men. A legislator in the halls who habitually or occasionally becomes intoxicated is a disgrace to the nation, to the party that he belongs to, and to the district that he represents. But besides this, he is a danger to the interests of the country, inasmuch as his vote may defeat the most useful or impose the most disastrous legislation.

Let us, by all means, have sober policemen, lamp lighters, subordinate officials, about the Capitol. But let a place which requires sound and clear minds a ceaseless vigilance and foresight of consequences, as that of a national legislator does, be filled only with sober men who have minds and keep them under the control of sober reason. It should be thought of at election time. There is the place and the season for applying the test of an "ice-clad" oath.

THE DIFFERENCE.

The Governor of Vermont has called the Legislature of that State together in extra session. It is not on account of insurrection within nor invasion from without, not for earthquake or pestilence; but simply because the people of one section of the State, feeling in need of more railroad facilities, and desirous of supplying their need without unnecessary delay, have requested the Governor to convene the Legislature in order to secure the needful legal authorization. And the Governor has done it. This looks well. This is putting Legislatures to their proper use. In fact they are made for this and such like purposes—to *legalize the will of the people*, who are supposed—"down country" at least—to know what they want and what is good for them.

In Pennsylvania, how different! The Legislators assemble, with a knowledge of the wishes of the people and of the wants of the State, with formal or informal pledges to authorize railroad facilities; and yet every effort made to secure the needed legislation fails. That much needed road, the Connellsville, cannot get legislative authorization, though half made and in operation already, and though its completion would greatly enhance the value of property in several entire counties without diminishing it in any. So, also, the general free railroad law, though about to pass in an emasculated form, is virtually frustrated as to its original intent, or is made to serve the purpose of extending the powers of a monopoly already too great. At every step of legislation on railroad affairs, there is a mysterious, steady counteracting influence, like friction in a machine, when its tendency is to the general advantage, and the same influence works like the best of lubricators, when the tendency of legislation is towards a favorite and favored corporation.

Why should it be harder to get freedom for railroad construction in Pennsylvania than in Vermont? Why should our Legislature refuse to legalize the will of the people, when that of Vermont is called together for the express purpose of doing it?

WHEN the so-called Free Railroad Bill—the bogus concern vouchsafed by the Pennsylvania Railroad Company—was on its passage in the Senate, the question was not, as Speaker HALL would have it appear, whether that bill or none should pass. The monopoly had votes enough to pass it any way; and the going for it by others only gave the appearance that the Free Principle was not defeated by the monopoly. If the question had been, this law or none, then there might have been some show of plausibility in going for it by those who, though they did not like it, nevertheless deemed it better than none; although they themselves must now admit that it would have been better had they steadily voted against it and allowed the Monopoly to shoulder the responsibility. The plea of taking the best that could be obtained was a snare successfully laid by the opponents of the Free Principle.

In the House, where the vote is yet to be taken, the same game will be attempted; but it is to be hoped the friends of the Free Principle there, be they few or many, if they cannot strike from the bill the amendments placed in it by the Monopoly to make it inoperative, will vote steadily against it. Let the Monopoly take the responsibility of denying to the people what both parties have promised them.

ARE THEY INHABITED?

A vast amount of speculation has been expended on the question, Is the moon inhabited? A question of more extensive practical interest has recently sprung up, and has been discussed at considerable length, and with a proportionate show of learning. It may be stated in the following terms: Is that conspicuous satellite that attends the head of a lady in its daily movements, the resort or residence of animate beings? In other words, Is the waterfall inhabited? Microscopic observations have been made on some of the principal ingredients of which the article is composed, the results of which, though not absolutely decisive of the question, are nevertheless highly interesting, especially to those who wear the appendage.

It is agreed on all hands by the disputants,—for the discussion has already become controversial—that the microscope has discovered some sort of a parasite on the imported hair introduced as the principal component of the waterfall. But there is quite enough room left to dispute upon, in the next question, viz., whether this be an animal or vegetable parasite. In whatever way this may be decided, there will inevitably, according to the custom of controversy, arise further questions on this subject as long as *chignons* exist. Should it prove to belong to the vegetable world, a warm debate, involving the national honor, will arise, to determine whether it is exotic, imported with the hair of European peasantry, or indigenous, grown near where it is found. And should the strange parasites turn out to be animalcules, their nativity will be a theme of hot debate—whether foreign or to the manor born? or, as DRYDEN says of higher things,

"Natives or denizens of blest abodes?"

We take little or no interest in these questions, and feel no itching curiosity on the subject with which they are connected. Yet we advise our fair readers not to act rashly. Gentlemen have not microscopic eyes. All the beauty of contour imparted by the appendage—appendix we might say—to the head, is as obvious as it was before these microscopic questions arose, and as long as a doubt remains on the subject of its interior occupation with animal life, the wearers are, by all law, entitled to the benefit of that doubt; in fact, they ought to be able to decide the question better than any body else, especially if the *gregarine*, the *pediculi*, or whatever else they are called, be as lively and prolific as represented. Do not drop the *chignons* on uncertainties.

STARVATION IN THE SOUTH.

When a people are known to be in a condition of want, and many individuals among them to be in danger of actual starvation, it is no time to make inquiries as to their previous history or even their present dispositions. The first thing to be done, by those who have the means, is to supply them with food to eat. If they have been bad, this goodness may lead them to a wholesome repentance; if they are bad now, it may instill into them a better mind. At any rate, they should be relieved by humane and charitable hands. Questions of locality, politics, past conduct, have no proper bearing on the case. It is a pressing appeal, inherent in the extensive and severe sufferings themselves, for a supply of food to the famishing, and it is addressed to the people of the North.

The testimony of General HOWARD, with his ample opportunities for obtaining reliable information, leaves no room for doubt as to the extent of suffering among the extremely poor, in large districts of the Southern States. Congress has acted on its information received through official channels, and proposed an appropriation which will, no doubt, be passed. But private and concerted efforts of charity are also needed. Nor should those be prevented by the heartless indifference of local politicians or even local authorities. These, it is well known, have been the pests of the Southern people always. But if the Legislature of Mississippi appropriate $20,000 for the defense of JEFF. DAVIS, and leave the widows and orphans of their own deluded or conscripted soldiers to starve, it is not a sufficient reason to exempt humane and patriotic people from their obligations. They may feel provoked by such demonstrations of character, but not be deterred by them from obeying the impulses of a better spirit.

As social efforts secure greater effectiveness, we respectfully urge the calling of a public meeting in the city, for the furtherance of the object, without distinction of sect or party.

FROM TWO STANDPOINTS.

Very aptly does our sharp cotemporary, the Richmond *Times*, illustrate the expectation, entertained in the South, that the loyal sentiment of the North would ere this have changed its direction, or abated the energy of its flow. He compares it to the wise hopes of the man who waited on the banks of a river, for the river to flow past, that he might go over with dry feet. But it is admitted that there are no hopeful signs of the desired change. The New Hampshire election, following closely on the heels of the military-reconstruction law, is interpreted as showing that "Congress still holds an impregnable position with the Northern masses."

On the other hand, illustrating the apothegm that drowning men catch at straws, some of our Democratic friends see signs of better days coming, in the fact that they are beaten no worse. The *Times* makes itself merry over such delusive hopes, and indulges in decided and deserved sarcasm on its sanguine Northern allies:

"In sweeping the Northern horizon in search of some cheering sign, we fail to discover anything less deceptive than some *mirage* like that which fills with false hopes the traveler upon a desert as he toils wearily along, half dead with thirst and hunger. The Democratic journals '*Land Ho!*' very often, but we cannot discover anything but inhospitable coral reefs and treacherous sand banks. Our unfortunate Northern friends are made excessively happy by the occasion of the election in some village of a Democratic Coroner, Alderman or Mayor. This excessive thankfulness for small favors denotes the extreme poverty of the Conservative party. When a great paper like the New York *World* throws up its hat and devotes a leader to the triumph of "Coroner Squink, of the town of Tomahawk," and tells us how he triumphantly bore aloft the banner of Conservatism by 'a majority of eight,' we are reminded of the cry of the fruit sellers of Constantinople—*In the name of the Prophet—figs.*"

THE New York *Tribune* concludes a plain talk with the New York Legislature thus: "Woe to you, Messieurs! if you try to humbug the people with empty mockery!" The warning is as good for Harrisburg as Albany. Woe to you, who pledged yourselves to a Free Railroad Law, but have turned against the people to serve the Monopoly.

A GOOD ANSWER.—The Provisional Legislature of North Carolina lately invited "all the States, North, South, East and West," to meet in national convention, for the purpose of proposing amendments to the Constitution of the United States. Governor Geary, in laying these resolutions before the Legislature of the State, reminded the North Carolina gentlemen that it is not the place of defeated traitors "to ask the loyal men of this country to meet them upon equal terms in convention to amend the Constitution they repudiated and attempted to destroy."

THE Philadelphia Methodist Episcopal Conference, in session at Harrisburg, have passed resolutions protesting against the proposed legislation legalizing the running of street cars in Philadelphia on the Sabbath; and, while "admitting the noble legislation of the late Congress," expressing profound regret at their sessions on the Sabbath, inasmuch as due diligence on their part would have avoided the plea of necessity."

A correspondent of the London *Times* recommends that Chinamen be enlisted in the English army, for the reasons that they are hardy, strong, good tempered and can stand heat and cold; that they make excellent soldiers and will eat anything, "from roast beef and plum pudding to rice and rats."

HARRISBURG.

THE BILL TO CONFER UNLIMITED POWERS ON THE PENNSYLVANIA R. R. COMPANY.

VETO OF GOVERNOR GEARY.

A GRAND DOCUMENT.

The Spirit of Monopoly Resisted.

The Rights of the People Defended.

Pledges Implicitly Obeyed.

The Bill Passed Over the Veto in the Senate.

The House Will Probably be True.

Special Dispatch to the Pittsburgh Commercial.

HARRISBURG, March 20, 1867.

The most important feature of to-day's proceedings was the following veto message from the Governor. The Senate can pass it over his veto, but not so the House, It has created more talk here than any thing of the kind this winter:

The Governor's Veto.

EXECUTIVE CHAMBER,
HARRISBURG, March 20, 1867.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN:—The act entitled "an act to repeal an act entitled a further supplement to the act incorporating the Pennsylvania Railroad Company, authorizing an increase of capital stock, and to borrow money, approved the twenty-first day of March, one thousand eight hundred and sixty-six, to authorize the Pennsylvania Railroad Company to increase the capital stock, to issue bonds and to secure the same by mortgages," has received that careful consideration from me, which the importance of the subject seemed to demand, and notwithstanding the high respect I entertain for the two branches of the Legislature, and the extreme reluctance I have at any time to differ with them, I am induced by my convictions of duty to dissent from the propriety of the provisions of the bill, and to return it with my objection to the Senate in which it originated. Lest my opinions should be misconceived and misrepresented, I deem it due to myself to make a brief exposition of some of the enactments of the Legislature for the benefit of the Pennsylvania Railroad Company since the original act for its incorporation, approved April 13, 1846, so far as it relates to its capital stock.

GROWTH OF ITS CAPITAL STOCK.

By the first section of the act of incorporation, the capital stock was fixed at seven millions five hundred thousand dollars. By the act approved April 23d, 1852, the capital stock was increased to thirteen million dollars; May 6th, 1852, to fourteen million dollars; March 23d, 1853, to eighteen million dollars; May 2d, 1855, to twenty million dollars, and March 2d, 1866, to thirty million dollars.

THE GOVERNOR'S SENSE OF DUTY.

With no other objects in my heart than to be serviceable to my country, to preserve and transmit unsullied the great principles and true policy of our Government, and honorably to perform the trusts, duties, obligations and responsibilities committed to my charge, I proceed in the performance of these objects as I understand them. I am sincerely friendly to all the railroads and other companies that have aided in the development of the wealth and resources of the State, and while I cheerfully accord the same sentiment to your honorable bodies, I can but regret that there should be any difference of opinion between us on the proposed enactment. And if in stating the objections I shall use expressions which may be regarded as too strong, my apology will, I trust, be found in the importance of the subject. I will state them frankly and with as much brevity as possible.

HIS REASONS.

Waiving objections to the first section of the bill under consideration, and waiving also an inquiry as to the legal rights to thus authorize the change of the fundamental law of a corporation, and bind the stockholders, I proceed to the consideration of the second, which confers powers of the most extraordinary character upon the directors of the company, "providing further facilities required by the increase of the business upon the road, and its connections, and for such other purposes connected with the business as the board of directors of said company may deem expedient, it shall be lawful for the said board of directors from time to time to issue additional shares of capital stock of said company to such amount as they may determine, and to apportion or dispose of the said shares in such manner and upon such terms as they may think best, and also for other or all of the said purposes to issue from time to time bonds of the said company, payable at such time as they may appoint."

One of the objects of this bill is for its further increase of the capital stock to retire its present indebtedness, which, according to the president and directors' last annual report to the company, is upwards of twenty-six millions dollars. Thus, in this way, alone increasing the stock over one hundred and thirty per cent., and making it amount to over forty-six millions dollars.

But this is not all. It further intends to increase the business facilities upon its road and connections, and for such other purposes connected with its business as the directors may deem expedient. Were this bill to become a law, to what amount may not the directors extent the capital stock with such unlimited privilege? To what branches of business shall it be confined, and to what may it not extend, and where is the power to keep it within its legitimate functions if it should deem it proper to depart from them? Its tremendous power in irresponsible hands would be unlimited, and uncontrolable by any power short of revolution. It has already obtained in the various chartered privileges the preoccupancy of nearly every possible railroad route in Pennsylvania, with the privilege of branches and lateral roads in a large majority of the counties. As shown by official reports, it has besides nearly eleven hundred miles of roads in Pennsylvania, its extensions to Marietta, Columbus and Cincinnati, Ohio, and to Chicago, Illinois, and holds large and, in some instances, controlling interests of stock in other railroad companies.

When such extraordinary powers are attempted to be granted for an unlimited period, I consider it contrary to the spirit and intention of our institutions. The present Directors, it may be assumed, are honorable gentlemen, for they assert they have good intentions for the public interest, as well as for those of the Company. But time may effect a change and a new Board that may not recognize their duty to the stockholders and the rights and interests of the people, and, forgetting their patriotism, might be found arrayed against the country when its services were required. It is not an impossible hypothesis, that its capital stock might be extended to one thousand millions of dollars or even to an amount equal to the present national indebtedness. The whole control of the institution and of the issue of its bonds necessarily lie in the hands of a few Directors, and not in those of the stockholders whose real interests should be represented.

The facilities with which any board of directors could perpetuate power in its own hands, might be an inviting temptation to monopolize or engross a sufficient number of shares of stock by purchase and proxies from non-residents given, or perhaps by fraud issued, to control the vote of the stockholders. The same board might, by fair means, thus be perpetuated, or by a dexterous mixing or misrepresenting of accounts, with not much risk or responsibility on their part, might fraudulently control forever the affairs of the company.

In my opinion, the stockholders themselves, who, like the people in our own form of Government, are the true source of power, should closely examine into the responsibilities just presented, if they would preserve and perpetuate their own rights within the corporation. I am not aware of any instance where a company has been destroyed by the immediate action of its stockholders, but where too much power has been placed in the hands of directors and officers of reckless, speculative and adventurous characters, the instances of failures and disgrace are almost innumerable.

In all the bearings which can be taken upon this measure, in the event of the directory of the road passing into the hands of ambitious and unscrupulous men, I can see nothing but an eventual monopolization of all the railroad privileges of this State, and perhaps of the United States, and such other purposes connected with its business as the board of directors of said company may deem expedient. They being their own judges, what might not be considered connected with their business? May not any and almost every branch of industry, manufacturing, agricultural and commercial be included? There is danger, too, that with such vast power, such ramification in the business departments of the country, and such unlimited capital, there might be reason to tremble for the purity and sanctity of our elections, or what is equally as bad, that our Governors, legislators and other State authorities, might be affected with the blandishments of its power, its offices and its wealth. They could make the rich richer, and the poor poorer. They could in a word make their organization a monopoly—a term which a distinguished jurist and law giver defines to be "that which grinds the people between the upper and nether mill-stones," and its power would become so great that should any citizen, or even an officer of the Government, attempt to restrain it within its chartered limits, and proper franchises, he would be made to feel its withering influences. There is always danger in the creation of monopolies, for in proportion as they are increased, are the rights of the citizen abridged.

Had such a proposition been made in the early days of the Commonwealth, or even a quarter of a century ago, or when the company applied for its charter, it would have been rebuked by the people without distinction of party, upon its first annunciation. I am not inimical to the Pennsylvania Railroad Company, but I am positively its friend. I honor the management for the energy displayed in the share they have taken, with others, in the development of our State, and am determined that it and all other corporations shall be protected and defended in all their rights, privileges and franchises, already derived or that may hereafter be derived from legislative action. But when they ask for unlimited privileges, which can and may be used as engines to threaten, endanger and control the interests and perhaps the very action of the government by absorption of our internal improvements, in every branch of industry within this State, and the holding of many thousand of our people in a dependent condition, they must be refused. It is stated that corporations have had unlimited powers conferred upon them, and no evils have resulted, but as far as such cases have been cited, I find upon examination they were almost without exception conferred upon the stockholders, on terms and limitations and not upon the directors, and if there were such, and they were known to be wrong in principle, it is one of the best and strongest reasons why the practice should be discontinued.

If it is right that the Legislature should confer unlimited powers upon one institution, it has a right to multiply such corporations at its pleasure, and if they should be managed by those whose predilections and interests would be similar, the control of the Commonwealth would be irretrievably committed to their hands, and the sovereignty would depart from the people. If it is deemed necessary for the proper management of the Company that its capital should be increased, let it be done as heretofore requested by them, gradually by the Legislature, just as the necessity for such increase can be clearly demonstrated, and after due notice that it is intended to make application for such increase of capital, and then only at the request of the stockholders.

Prior to the late election, I found among the people throughout the State that the important question of railroads, in all its shapes and guises, could not be properly ignored. It was regarded as a matter of such paramount importance that pledges were asked of the Gubernatorial candidates, and certain interrogatories addressed them, to which answers were required. One of the interrogatories addressed to myself was in these words, viz: "Will yow, if elected Chief Magistrate of Pennsylvania, faithfully exert the power of your Administration to defeat any and every attempt made by legislation or otherwise, for the monopoly and control by any one corporation of the railroad policy of the State?" To which I, in good faith, replied that while I believed it to be improper to bring the influence of the Executive Department to bear upon the Legislative, in anticipation of its action, I am heartily opposed to the creation of any monopoly of the railroad system of the State, or giving any artificial body created by the law powers which would place it above and beyond the reach of the Legislature, and in my reply I further stated that "the spirit of monopoly in this and other matters should be discouraged in a republican government, and I have no sympathy with any policy which may be designed for its encouragement." And in speaking of railroad companies, I further remarked: "While these corporations continue to act their part as public servants, they should be carefully protected. They should not be permitted to overstep their legitimate function. As creatures of the law, they should obey and be in every respect subservient to the law."

In accordance with the doctrines thus pronounced, the public have rendered their verdict, and expect of me a strict compliance with the pledges then given. These are not new doctrines of principles. They were fearlessly enunciated in the incipient part of the campaign, and were discussed freely by the people, by the press, and by public speakers throughout the State. I feel that I am solemnly bound to obey these pledges, and I have no desire or intention to endeavor to disobey them. The people may rest satisfied and assured that neither this nor any other pledge given them when I was asking their suffrages, shall be violated. That the people have an indisputable and inherent right to instruct their public servants, and to mould and fashion their institutions to suit themselves, no one believing in a republican form of Government will for a moment pretend to deny, and I believe the correlative obligation that those holding office are bound to obey is equally true. These instructions were conveyed to me in the best possible mode—through the ballot box.

Viewing this question without prejudice, no man can doubt that our citizens are earnestly opposed to the granting to corporations any unlimited powers which may be converted into monopolies, and which cannot be held subservient to the Legislature and to the true interests of the State. A solicitous regard, therefore, for truth and justice has impelled me to the course I have taken upon the subject, and with the full assurance that I have done my duty, I herewith return the bill without my signature.

JOHN W. GEARY.

THE BILL PASSED.

The bill authorizing the Pennsylvania Railroad Company to increase its capital stock, borrow money, &c., which Gov. Geary vetoed was passed over his head in the Senate by the following vote:

YEAS—20.

Burnett, D., Carbon,	Randall, D., Schuylkill,
Connell, R., Phila.,	Ridgeway, R., Phila.,
Donavan, D., Phila.,	Royer, R., Montgomery,
Fisher, R., Lancaster,	Schall, D., Lehigh.
Glatz, D., York,	SEARIGHT, D., Fayette,
Haines, R., Perry,	STUTZMAN, R., Somerset
Jackson, D., Montour,	TAYLOR, R., Beaver,
James, D., Bucks,	Wells, D., Union,
Landon, R., Bradford,	Worthington, R, Chester,
McCandless, D., Phila.,	
McConaughy, R., Franklin,	

NAYS—9.

Bigham, R., Allegheny,	Graham, R., Allegheny,
Billingfelt, R., Lanc'r.,	Lowry, R., Erie,
Brown, R., Lawrence,	White, R., Indiana,
Brown, R., Mercer,	Hall, Speaker, R., Blair,
Davis, D., Bucks,	

Absent and not voting—Shoemaker, R., Coles, R., Coleman, R., and Wallace, D.—4.

The Senate and House have passed a joint resolution, to adjourn finally on the 11th of April.

Special Correspondence of Pittsburgh Commercial.

HARRISBURG, March 16, 1867.

ALLEGHENY COUNTY LICENSE LAW.

The license law for Allegheny county, which passed the House a few days since, was amended in the Senate on Thursday. The amendment provides that whenever a majority of the taxable inhabitants of any ward, borough or township in said county shall present to the License Commissioners a remonstrance against the granting of any licenses in said ward, borough or township, no such licenses shall be granted by such Commissioners. There was subsequently a consultation between the friends of the bill as it passed the House and the Senate committee, and certain other amendments agreed to, which will probably be concurred in by both Houses.

CONSOLIDATION.

The bill to consolidate the cities of Pittsburgh, Allegheny and the neighboring boroughs, will be presented in the Senate next week. I believe there is a general harmony of views, between the two Allegheny Senators, and if the delegation of the county generally concur in a measure of consolidation, there will not probably be any serious oppotition to its passage.

SPEAKER HALL SPEAKS.

You have probably noticed the recent newspaper publication of the speech of Speaker Hall in favor of a Free Railroad law, delivered in the Senate when the question was before that body. In my correspondence from the capital I have endeavored to deal as far as possible exclusively with measures and to avoid unkind personal allusions. I will therefore assume that the speech was made in good faith. Considerations weighty enough to determine the judgment and convictions of any one intelligent and impartial mind, in a particular direction, are usually equal to the same result in all similar minds. I find that my reason for distrust is the conviction of very many others. No one needs to be told of the importance that is always attached to the organization of prominent committees in legislative bodies, nor of the grave deliberation, care and consultation with which they are selected. Nor will any sensible man, acquainted with legislative proceedings, believe for a moment, that either Speaker Glass or Speaker Hall named their railroad committees without knowing how they stood affected toward the question upon which they were to exercise a controlling influence. Now, the Senate Railroad Committee was two and two, and a chairman put over it, who, to something of the sly alertness of a cat, adds a strong cross of combatitiveness, headstrongness, intense bigotry and vindictiveness. His physiognomy tells the story of his character unmistakeably, a man who having determined upon a thing will pursue the object to the end. When the Pennsylvania Railroad had secured, through the instrumentality of one of its solicitors, the appointment of a chairman, the friends of a free railroad law believed, and so openly said at the time of the appointment, that the Central's hostile purpose was (as the result showed) substantially consummated. All that followed was mere leather and prunella. With all deference to Speaker Hall, who is personally an affable and obliging gentleman, he must permit the friends of liberal railroad legislation to avow their infidelity as to the possible existence of good faith in the premises.

And so far as the year's legislative history of this paramount and greatly needed law is concerned, the organization of that Committee is the gravamen of the case. For Speaker Hall it is a record that will stick as tight as the fabled shirt of Nessus; it is the avenging Nemesis that is to walk along the pathway of his political aspirations, especially if, as he concedes in his speech, the people of his own district, generally desire a free railroad law. I shall never believe, that with a majority of the Committee *earnestly* laboring for a fair law, the result would not have been different in the Senate.

THE HARRISBURG ELECTION.

Harrisburg yesterday polled at the charter election a Democratic majority of 225, about the average of the past ten years. This majority is not, as in most cities, chargeable to the foreigners. There are many families of the old Pennsylvania stock here who are Democrats because their fathers voted for Jackson. Unlike Linkum Fidelius, quoted by Irving, circumstances never alter cases with them. It is only when the outside current of progress washes the old foundations from under them, that they ever move, and then only far enough to avoid being submerged. The election was characterized by numerous fights and much drunkenness.

LOCAL MATTERS.

Among the new business of Friday's session, I notice a petition presented by Mr. Chadwick, from citizens of East Liberty township, in your county, praying for an act requiring the supervisors to build foot walls along the public roads in said township.

MORE BUSINESS.

The reported bills in the House have now reached the respectable aggregate of 1,334, of which 215 were reported on Friday. With the unfinished calendar, and bills *in transitu*, there must be about 400 to come up for the three readings.

A NEW COUNTY.

Mr. Chase, of Crawford, has presented several numerously signed petitions from inhabitants of all the counties to be effected, praying for the passage of an act erecting a new county out of parts of the counties of Crawford, Forrest, Venango and Warren. By all means let us have all the additional counties that will promote the convenience of the Western people, and strengthen the influence of that much abused section.

THE TEMPERANCE FEELING.

Numerous petitions that continue to turn up in the House show how wide-spread is the feeling of dissatisfaction with the operations of the general excise laws. I refer now to several presented on Friday. Petition of citizens of Indiana county, for a law to authorize the qualified voters to determine at the general election in October next whether any licenses shall be granted in said county. Three numerously signed petitions from inhabitants of Westmoreland, praying for the passage of a law to prohibit the sale of intoxicating liquors as a beverage in said county. A very numerously signed petition by citizens of Philadelphia, praying for a repeal of the special license laws relating to said city, and for such legal restrictions as shall prevent the indiscriminate issuing of licenses.

NEW LICENSE LAW FOR PHILADELPHIA.

On the heels of this petition, Colonel Stumbaugh offered in place a bill that belongs to Mr. Lee, of Philadelphia. It proposes to repeal an act entitled a further act supplementary to an act to regulate the sale of intoxicating liquors, approved the 31st day of March, A. D. 1856. Section first of Stumbaugh's bill repeals 14th, 15th, 16th, 17th, 19th and 22d sections of an act of Assembly passed the 20th day of April, A. D. 1858, and the act passed the 5th of April, 1860, act of April 8th, 1864, act of 4th March, 1865. The Board of Licensers is to be appointed by the District Court of Philadelphia. On the first Monday of each term of the Quarter Sessions the several constables shall make return under oath of all persons selling intoxicating liquors without license. The penalty on conviction is a fine of not more than $200, nor more than two years imprisonment. For selling liquor on Sunday the fine is $100 and imprisonment not exceeding three months. All bars to be closed at 12 o'clock every night and not opened until sunrise the next day. On Sundays they are not to be opened at all. All officers have discretionary power to close up any bar open in violation of law, and to bring the offenders before a magistrate to be prosecuted. Any Mayor, Sheriff, Constable or policeman, may arrest any person found intoxicated, and have such person confined until sober enough to tell where the liquor was procured, and then to report the facts to the License Board.

THE PHILADELPHIA DELEGATION

Are, with perhaps the exception of Lee, a jolly set of fellows, and take their whisky as freely as they go for all the measures of the Pennsylvania Railroad. One of them runs an "old rye" establishment in the House, which is a great convenience to his colleagues over the way. It is not likely that they will favor Lee's reform bill.

THE SUBJECT GENERALLY.

The experience of sumptuary legislation in this and other countries, ancient or modern, ought to satisfy all reasonable people that no strictly prohibitory law can be enforced. The use of spirituous liquors as a beverage may to some extent be regulated by legislation, but the cause of temperance or total abstinence is never strengthened by it. We meet to-day the same difficulties that were experienced by the Jews, the Romans and Grecians, the English and Germans, centuries ago, because the appetites of the human organism are the same nearly, in every age and country. In the light of history, the well-read student smiles at the coercive fanatics who never learn anything. From the days of Edward the VI, when the English Parliament denounced taverns and drinking places generally as the cause of "muche evill rule," and lamented that at that time they were "newly sett uppe in very great noumbre in back lanes, corners and suspicious places withyn the cytie of London, and in divers other townes and villages withyn the realme," the same state of facts has existed everywhere, all legislation to the contrary notwithstanding. So wise a man as Plato did not regard prohibition as practicable. His laws provided, first, "that children taste no wine at all till the eighteenth year of their age; from thence till they be thirty, young men may use it, but with moderation, abstaining entirely from drunkenness, and indeed from drinking much wine." Lycurgus, King of Thrace, showed less wisdom, when in order to prevent intemperence he caused all the wines in his Kingdom to be extirpated. The moral of the whole question is stated by St. Paul: "Be ye temperate in all things." The most that legislation can do, is to confine the vending of spirituous liquors to men of fair character and dealing, and to that end organize boards of excise in such a way that there will be no temptation to grant licenses indiscriminately and to make the license fee so high that only persons of some character and responsibility can embark in the business. This much is practicable and should be done.

THE ERIE CANAL.

A bill has just passed both Houses and has been signed by the Governor, which will prove of great benefit to the western part of the State. It authorizes the widening and deepening of the Erie Canal from the mouth of the Beaver river to the city of Erie, a distance of 130 miles, to such extent as the owners may deem expedient. For that purpose the capital stock may be increased $1,500,000, and the requisite bonds issued. It is proposed to make the canal of a capacity to float boats of two hundred and fifty tons. The present crafts are of only sixty tons capacity. When this improvement is completed, the heavy freight of Pittsburgh can go by water via the Ohio, Erie canals and lakes, and New York and Erie canal at Buffalo, to New York or to any point of the West, at much cheaper rates of freight than any railroad can carry. Coal may be sent from the Connoquenessing region to New York for $4 per ton, of 28 bushels. The cost of navigating boats of 250 tons—so far as men, horses, &c., are concerned—is no greater than boats of 60 tons. The heavy ores of Lake Superior and other distant points, will also reach Pittsburgh at greatly reduced rates.

AN UNPUBLISHED ANECDOTE.

A prominent member of the House was in Washington last Sunday, and had an interview with Thad. Stevens. In the course of the conversation, the great Commoner complained of the great afflictions he endured from the constant calls of all sorts of persons for every conceivable purpose. It appears that among late visitors, was the distinguished Robert Dale Owen, who asked and had permission to read a lengthy communication from the spirits of Clay, Webster and Stephen A. Douglas, on the subject of reconstruction. After the reading, Stevens was asked what he thought of their views. "Well," said he, "present my compliments to those great defuncts, and tell them for me, that if they have nothing better to offer on that important subject, I think that since they died they have not been in a progressive state. Especially present my compliments to Douglas, and tell him I think he is the d—— political humbug that was ever on the face of the earth."

REWARD FOR MURDERERS OF THE ZOOKS.

Governor Geary, on Thursday, sent into the Legislature all the papers connected with the petition of Mr. Jacob Zook, of Lancaster county, the father of the two young men brutally murdered a few months since in Mississippi. The papers are too voluminous to be published, but the message of the Governor accompanying them is such a well-written and patriotic production that we give it in full. It is as follows:

EXECUTIVE CHAMBER,
HARRISBURG, March 14, 1867.

To the Senate and House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN—A petition has been presented to me for consideration, which is of such unusual importance that I deem it my duty to transmit it with all the accompanying papers to the Legislature, with the recommendation that the matter should receive your prompt attention. From these papers, it appears that in the year 1866 two young men, citizens of this Commonwealth—Noah H. Zook and Abraham H. Zook, sons of Jacob Zook, of Lancaster county—went to the State of Mississippi, and in partnership with Wm. A. Brown and Cyrus L. Brown, residents of that State, rented a plantation on Big Black river, about twenty miles from Vicksburg. From time to time, during the spring and summer of 1866, they invested in their business over $5,000. On the 24th of last November their father received a telegraphic dispatch informing him that his sons were missing, and that it was believed they had been murdered, and on the following day a telegram was received stating that the body of Abraham had been found on the 13th of that month, lying in a swamp. He had been robbed, murdered, and stripped of his clothing, and from appearances had been exposed for at least two weeks, and mutilated by wild animals. Soon afterwards a letter was received, confirming the terrible statements contained in the dispatches, the writer urging that his communication should be confidential, and by his language showing that, if his humane efforts were known to his neighbors, his personal safety would be endangered.

Upon the receipt of these advices the aid of the National Government was invoked, and a gentleman of respectability, a member of the bar, was sent by Mr. Jacob Zook to Mississippi to investigate the matter. Orders were sent from Washington to the military officer in command at Vicksburg to give his assistance, and the result of the search and investigation will be found in the accompanying papers. It is proven that two citizens of Pennsylvania, while pursuing a peaceful and lawful calling, have been brutally murdered—the body of one having been found, as before stated, in a section of country where they should have been welcomed, protected and encouraged, especially as they had gone there in a spirit of manly enterprise and confidence, to contribute with their capital, labor, skill and industry to its material wealth, social advantage and political tranquility.

The partners of these men, and who are believed to be their murderers, were allowed to collect the property of their slain associates, and then leave unmolested for Texas. Every impediment was placed in the way of the investigation; no relief was given by the local authorities, and the residents, during the examination, either avoided answering or responding in such a manner as exposed their sympathy with the suspected, or the apprehension of evil if they disclosed all they knew of the occurrence.

The father of these murdered boys has asked his State to aid him in bringing their destroyers to justice, and, for the purpose of more speedily gratifying his wishes, I transmit all the papers in the case to you. The citizens of this Commonwealth are her children, and must and shall be protected; and it is her imperative duty to demand and insist that, wherever they shall go within the jurisdiction of the United States, their persons, their property, their reputation, and all that makes up the enjoyment of political and social existence, shall be secured to them.

I therefore earnestly commend this matter to your special attention, and urge that by some expression of your sense of the outrage, and of your determination to right this wrong, the United States Government will be compelled by the offer of a suitable reward, and by immediate commands to those officials now vested with adequate authority by the military bill of occupation of the sections of our country recently red with the flames of rebellion and filled with residents poisoned with the malice of subjugated treason, to search for and seize the perpetrators of this horrid deed and bring them to speedy retribution.

I would also suggest, as asked for in the petition, that a reward be offered by the State, thus increasing the probabilities of apprehending and punishing the assassins, and at the same time showing to the lawless communities which encourage the plunder and murder of Northern men and conceal and shelter the perpetrators of the crimes, that Pennsylvania will, at all costs, protect her citizens and enforce obedience to the laws.

JOHN W. GEARY.

Special Correspondence of Pittsburgh Commercial.

HARRISBURG, March 19, 1867.

RECORD THEIR VOTES.

The two Houses met at 7½ last evening. After organization, Mr. Quay, of Beaver, stated that he was absent when the vote was taken on the final passage of the Pittsburgh and Connellsville Railroad bill, having paired off with Mr. Hoffman, of Dauphin, and asked permission to record an affirmative vote, which was duly entered. Mr. Hoffman voted no.

ALLEGHENY COUNTY PAWN BROKER BILL.

When bills on a third reading were reached, the bill regulating the granting of licenses to pawnbrokers in Allegheny county came up. Mr. Colville stated that in deference to the views of several respectable remonstrants, including the Presidents of the Select and Common Councils of Pittsburgh, he would not press the passage of the bill. It was laid over for the present.

THE MAYOR'S CLERK BILL.

The bill to authorize the Mayor's Clerk of the city of Pittsburgh to administer oaths, was, on motion of a member from Lancaster county, postponed.

LOCAL MATTERS ON THE NEW CALENDAR OF MARCH 19TH:

The last printed calendar for the House made its appearance on the file yesterday. It numbers 181 bills, 13 of them being objected bills. Although some of the bills of local importance to your section have heretofore been briefly alluded to, your readers will perhaps be willing to have their memories refreshed in regard to a few. An act to vacate part of Vine street, in the city of Pittsburgh. Authorizing and providing powers and means for the conversion of the common grounds of the city of Allegheny into public parks. Supplement to an act to establish a ferry over the Monongahela and Youghiogheny rivers, and to vest the right in John McKee, and his heirs and assigns, approved February 5, 1784. To establish a ferry over the Monongahela river at the town of Allentown, in Washington county. A further supplement to an act to incorporate the Birmingham and Pittsburgh Company. An act reducing the number of directors of the Allegheny Transportation Company. To incorporate the McKeesport Gas Company. Prohibiting the hunting, catching and killing of game in North Fayette, Allegheny county. An act to incorporate the Pittsburgh Tunnel Company.

THE NEGROES IN STREET CARS.

The bill making it a criminal offense to prevent persons from riding in the street cars on account of color or race, came up on a third reading last evening, having previously passed the Senate. The Democratic side attempted to get the bill amended, and failing, undertook a little parliamentary skirmishing. They refused to vote on a call for the previous question, and so less than a quorum answered. A call of the House followed, with closed doors. A few of the rebs tried to get into the rotunda, but the Sergeant-at-Arms was slightly in their way. The call of the House showed a quorum present. On the final passage of the bill they again refused to vote, and less than a quorum answered. The names of the recusants were read, and they were declared to be in contempt of the House under rule 57. They were quietly informed by the Speaker that unless they purged themselves of the contempt by recording their votes, the Sergeant-at-Arms and his assistants would proceed to put them without the bar of the House, and that they would be deprived of all rights and privileges as members of the Legislature until they were purged. Seeing the fix they had got into, and after keeping the House in disorder for two hours, they came down like Scott's coon, and one by one, with divers lame explanations, recorded their votes, not wishing to have the contents of such a parliamentary gun fired into them. The bill passed 50 to 27. Just before or after the previous question was originally called on the passage of the bill, Mr. Boyle offered an amendment. Col. McCreary, temporary chairman, decided that the amendment had not been offered until after the call and was out of order. Mr. Boyle and his friends insisted with a good deal of spirit, that it had been offered in time. "Hence those tears." After Col. McCreary had left the chair, the skirmishers endeavored to wriggle out of an awkward predicament, by pretending that the Colonel's ruling had been unparliamentary, arbitrary and in disregard of the rights of the minority. But it was all sound and fury, signifying nothing. A poor excuse may sometimes be better than none, but it was not in this case. How immeasurably stupid such factions, such opposition to any measure intended for the colored man's amelioration appears, in the light of present American sentiment. So wide, deep, determined and dominating is it, that all legal class barriers, all ancient prejudices are being rapidly swept away by it, yet the Democracy of Pennsylvania would imitate the folly of Dame Partington, who sought to stay with her broom the waves which the furious storm drove into her sea shore cabin. The suggestions of enlightened statesmanship, the sanctions of Christian morality, the lessons of history, are all lost upon them. Like the Bourbons, they never learn nor forget anything.

THE ALLEGHENY COUNTY LICENSE BILL PASSED BOTH HOUSES.

This bill, a synopsis of which appeared some time since in the COMMERCIAL, was introduced into the House March 6th, by Mr. Wm. Peter, member from Allegheny City, and is now a law. It was amended and passed in the Senate Monday, 18th inst., and came back to the House, amendments concurred in and bill passed. It will of course receive the Governor's signature. From such as approve of the bill, as it now stands an act on on the statute books, Mr. Peter is entitled to the credit of having pursued the purpose of securing its passage, with persevering tenacity, and of having, in conjunction with Mr. Bigham, in the Senate, showed adroitness and Parliamentary skill in getting it through at an early day. The amendment, which on the first appearance of the bill in the Senate, was tacked on, providing that when a majority of the taxable inhabitants of any ward, borough or township in said county shall remonstrate against the granting of any license in such ward, borough or township, no such license shall be granted, has been stricken out, and the bill liberalized in several respects.

THE IMMACULATE R. H. KERR.

Referring to license matters, I may properly mention "in this connection" that the committee appointed last winter to investigate certain charges of bribery and corruption in the matter of procuring a license law for Allegheny county, made a final report to the Legislature last night, by which it appeared that the said Kerr, through artful representations, induced certain parties in Pittsburgh to raise large sums of money for the avowed purpose of procuring the passage of a liberal license law; that such moneys were paid over to said Kerr; that, like the generous, honest fellow that he is, he kept all the money, and that no member of the Legislature ever received or was offered one cent of it. I am informed that the amount received by this frightfully honest fellow was $1,000. No wonder he has not shown himself about the Legislature this winter. The days of his influence as a legislative "turkey buzzard" are over.

OTHER WESTERN MATTERS.

Among the bills read in place or reported last evening were: An act to take the sense of the people of Venango county relative to the removal of the seat of justice of said county. An act fixing the fees of assessors in Allegheny county at $2 50 per day, requiring them to have assessments completed by the 15th of January, and requiring rolls to be ready for them November 1st. An act to incorporate the Monongahela City and Victoria Turnpike Company. To establish a ferry on the Allegheny River at Siggins's landing. An act to incorporate the Pittsburgh and Waynesburg Railroad Company. An act changing the time of holding the terms of courts in Beaver county. This went to the Senate, was concurred in and passed.

IN SENATE.

In Senate, by Senator Bigham, an act relative to claims of James Dignam, of Allegheny county. An act to incorporate the Pittsburgh and Sinoloa Mining Company.

HON. JOHN S. MANN, OF POTTER COUNTY.

I was guilty of a careless omission in my outline report of the debate on the bill to restore the charter of the Pittsburgh and Connellsville railroad, in not mentioning the fact that Mr. Mann, of Potter, made an effective speech in favor of the company's rights. He dwelt particularly upon the point, that the only pretense used in August, 1864, for taking away the charter, was that the company had misused and abused its corporate privileges. That pretense was declared entirely groundless and wholly untrue by a jury duly empannelled at Williamsport, in June, 1866, to try that precise question. Mr. Mann is always a vigorous and influential speaker, and does his full duty towards the stockholders and friends of the road.

THE PITTSBURGH COMMERCIAL IN THE SENATE.

Senators White, Brown of Lawrence, Taylor, Bigham, Hall and McConaughy, took occasion during the session last evening, to indulge in certain explanations as to their vote on the hocus pocus free railroad bill, in connection with an editorial on Speaker Hall's course in Monday's COMMERCIAL. The writer has no wish to interfere in the matter. It is a pretty fight as it stands. He acknowledges, however, in due deference to the great wisdom in the North-end of the Capital, his inability to comprehend the consistency of voting on the final passage of a bill, for vital amendments opposed *seriatim* in debate, and which were declared by the members opposing them, to be of such a character as wholly to defeat the ostensible and avowed purpose of the bill. This is truly the *reductio ad absurdum*. Fortunately, the debate did not result in a *Senatus consultum*, so the *redacteurs* of the COMMERCIAL may breathe on freely.

THE BLACKSLIDERS—WHAT THEY SAY.

The report of the debate on the third reading of the Pittsburgh and Connellsville Railroad bill, which appeared in Monday's COMMERCIAL, has not delighted all the parties named therein. The self-complacent Allen, of Warren, is sure that his constituency don't care anything about Pittsburgh railroad interests. He magnanimously offered to bet your correspondent $100 that he could not find three persons in Warren county, that were in favor of the Connellsville road. Moreover, he would generously pay the correspondent's expenses to and from Warren if he would go as a committee of inquiry. It would, indeed, be a surpassing pleasure, other engagements permitting, to see a people who send as representatives such large-minded men as Harrison Allen, Esq. There are hundreds of Allegheny county people, and many thousands of dollars of Allegheny county capital, engaged in the development of Warren county petroleum, lumber and other resources. How can the county be indifferent to the interests further west to which it is closely connected by the Allegheny river. "We travel east by the Philadelphia and Erie road," says Allen. Well, if you have a satisfactory railroad outlet, by what principle of justice, comity, or enlightened State legislation, do you seek to prevent other sections, more important than your own, from securing similar commercial facilities? I cannot believe that the people of Warren county desire to do Allegheny county any injustice, or that they will indorse the action of their representative. Allen will find that he cannot be a rising man by trampling upon the interests and rights of those who hold his political fortunes in their hands.

Sharples, of Chester, condescended to inform the writer, in a truly Dogberrian style, that he voted against the bill because it would make a feeder for the Ohio and Baltimore road. How was it he did not think of that last year? But that is the Pennsylvania railroad's argument in disguise—the same that was used by Davis, Lee, Kennedy, and all the rest of the East end. It simply means that no part of the State shall have any outlet that we, the Pennsylvania Central, do not deem it expedient to allow. Of course, such a man as Kinney, of Bedford, has no excuse to offer. His course is so conspicuously inconsistent as to be simply outrageous. Col. Stumbaugh declares that the people of Franklin county are opposed to the completion of the Connellsville road, in the interest of the Pittsburgh and Southern Pennsylvania road. This truly mythical and imaginary line was authorized in August, 1864, and has not yet turned a spade of earth. Last winter its time for constructing its road was extended eight years. It is the Pennsylvania Central's "dummy," and will be kept on the statute books as long as such legislation can embarrass the Connellsville road. Such men as Woodward, of Erie, and Shuman, of Perry, don't generally *show* their reasons for their votes, nor is it of consequence. They are legislatively like the *dies non* in the law calendars. You will observe that these men, so far as we get their reasons for certain acts, are never controlled by any broad views looking to the interests of the State at large. If they can escape local odium, they are content to be governed outside of that by considerations purely sectional and selfish. How much larger and wiser is the view of Woodward's colleague, Col. McCreary, of Erie, who says that perhaps on purely local grounds he could fairly oppose the Connellsville road, as its connections with the Baltimore and Ohio would probably divert something of the Cleveland trade from Erie, its present terminus. But he recognizes the soundness of the axiom in politico-economic science, that whatever is good for a part of the State is beneficial to the whole—the strength of the whole, too, being the vitality of every part. These narrow-minded opponents of liberal legislation seem to believe that the currents of trade can be dammed up. *Vanus vanitas!* The same laws that govern the courses of streams and the ebb and flow of the tides, determine the outlets of trade, for both are based upon physical geography.

THE ATRABILIOUS HOOD.

The Representative from the double district of Philadelphia and Eringobragh, Mr. Hood—who has such a contempuous opinion of the people of Fayette and Washington counties and the Pittsburgh and Connellsville Railroad—is highly indignant, and pugnaciously informed the writer that he would have him expelled from the House. But he wont. He knows what a "demnition bow-wow" such a motion would bring about him. *

THE FENIANS.

THE INVASION OF CANADA.

NEW YORK, March 20.—Nine car loads of United Stated troops, forming an extra train, passed over the Hudson River Railroad yesterday. The men were fully equipped, and had with them all the necessary baggage for a campaign. They are destined for Oswego, and are undoubtedly intended to operate against any movement of the Fenians which may be attempted on the frontier on Canada.

The Fenian news by the latest dispatches gives little or no encouragement to the Brotherhood. There is a perfect stagnation in the excitement which prevailed during the last week, and the belief is becoming general that nothing like an insurrection was initiated in Ireland, and that whatever disturbance occurred was quietly and easily quelled.

The movement on Canada, however, is attracting more general attention, and its inauguration is believed to be near at hand. The city of Montreal has been in a state of the most unwarrantable excitement for the last two or three days. The most startling rumors were set afloat to the effect that the Victoria bridge, or the powder magazine was to be blown up.

An extraordinary Cabinet Council was held, and it transpired that more troops had been telegraphed for to England.

At St. Albans, Vermont, says a *Herald's* correspondent, many strange Milesian faces are noticeable, and probably that town will soon be the base of a Fenian column in Canada.

NEW YORK, March 20, P. M.—The Roberts Fenian Senate is holding a special session to consider the subject of extending aid to the leaders of the insurrection in Ireland. President Roberts is to deliver an address, in which he will review the whole subject. It is said it will contain special reference to the effort to convert Canada into a Kingdom, and the duty of Irishmen to fight for their fatherland and defend at the same time the Monroe Doctrine.

The *Express* says the rumored dispatch of troops to the frontier arose from the fact of a detachment of United States troops being ordered west from Oswego, and their places being filled by other troops.

NEW YORK, Evening.—The *Post* says, relative to movement of troops to the frontier, a part of 4th regiment U. S. regulars was ordered to Omaha to participate in the summer campaign against the Indians, and the 42d U. S. regiment and some recruits, the men in the nine cars, take the place on the frontier of the departing troops.

STATE ITEMS.

Major A. W. Bolenius, of Lancaster, declines the appointment of Marshall for the Consular Court at Nagasaki, in Japan.

A man has been arrested in Phillipsburg, Center county, upon a charge of murdering a woman in that vicinity. The Titusville *Herald* has reason to suppose that he is the same man who murdered John Doyle in the vicinity of Titusville, last summer.

The Meadville *Republican* says: We learn that the distillery of Geo. W. Fiedler, at Middlesex, Mercer county, has been seized by United States officials for violation of the Revenue laws. The investigation of the matter has developed facts which implicate the Inspector and Assistant Assessor of the District.

The trustees of the State Agricultural College, at their meeting in Harrisburg, appointed a committee to procure an experimental and model farm, to contain one hundred acres, in the eastern part of the State, and one in the western, in pursuance with the law recently passed by the Legislature.

The Beaver *Local* says: John Brittain, the old gentleman of Fallston, this county, who recently became unexpectedly wealthy by the discovery of a valuable anthracite coal vein on some mountainous land in the Lackawanna district, which he had a few years ago abandoned as worthless, has sold his interest in the same for the sum of $400,000—$200,000 of which is to be paid him on the 1st proximo.

On Monday last as the afternoon express train was going north on the Oil Creek Railroad, when near Hydetown a child was discovered on the track a short distance ahead. The engineer signaled "down brakes," but the distance was so short and the rate of speed so rapid that the train could not be stopped in time and the child was run over and cut completely in two. The frantic mother got to the spot just as the train had passed, and in her frenzy lifted the remains and placed them together. The passengers who gathered around the spot after the train had stopped were moved to tears by the grief of the poor mother.

Forty thousand dollars have been subscribed towards establishing a glass works in Bellefonte.

The Bellefonte *Press* says: Ex-Gov. Curtin, who sailed on Saturday from New York on a short tour through Europe, assures us that he will locate in Bellefonte on his return, and engage, to the utmost of his ability and influence, to establish works for the manufacture of steel, as well as other large manufacturing establishments in Bellefonte. We trust he may have a pleasant voyage, that he and his may return safely and in better health, and succeed in accomplishing the many enterprises which our town naturally invites.

Water will not be let into the Pennsylvania canal until the 1st of April.

Michael Daley, the defaulting Treasurer of the Oil City Fenian Circle, who left that place suddenly a year ago with six hundred dollars, belonging to the Circle, was arrested last week in Rochester, New York, and is now in jail at Franklin, awaiting trial.

The Number of Sufferers in the South.

A writer to the *Tribune*, who claims to have "special opportunities for knowing," says:

The whole number of people in imminent need of relief in Southern States is not 50,000 or 60,000, but full *three hundred thousand*. Of these, there are probably 25,000 in Mississippi and North Carolina. Of Alabama, the Hon. M. D. Cruikshank, Commissioner for the destitute, and a man who has the confidence of more than one of our best Major Generals, says that there are not less than 40,000 persons in that State that will have to be fed by public charity until a crop is matured, and a larger number than this who will require partial relief. Of Georgia, Gov. Jenkins says that 60,000 of its white population and 30,000 of its colored people greatly need relief. Gov. Orr says that 500,000 bushels of corn is estimated to be the least that will supply the destitution of South Carolina, and those best qualified to judge put the number of the destitute at 100,000 persons.

These carefully made estimates exceed 300,000 people, who must be wholly or partially relieved by charity for the next three or four months. If no more than ten dollars' worth of food be allowed to an individual, it will take three millions of dollars to supply the lack of food in the States to which I have referred.

Reign of Terror in Schuylkill County.

The Pottsville *Miner's Journal* of Saturday morning, gives the following particulars of another terrible murder in Schuylkill county: "Yesterday afternoon about three o'clock, Mr. William Littlehales, Superintendent of the Glenn Carbon Coal Company, was murdered at a lonely portion of the road, near his residence at the Colliery, Glenn Carbon, Cass township. He had driven from Pottsville at 1½ o'clock, in a sulky, and the assassins lay in ambush, expecting that he had with him a large amount of money to be used in paying the men at his Colliery to-day. In this they were mistaken, for the money was left in Pottsville to be taken to the mines to-day. Mr. Littlehales had no money with him. One ball pierced his head, another his breast. He fell into the road from his sulky, dead, where the murderers searched the body, taking from it his revolver. Mr. Littlehales was about 40 years of age. The perpetrators of the murder are unknown.

This fresh murder, cold blooded and brutal, shows that there is in this county no protection for life and property from the bands of assassins that infest it. Measures should be adopted at once to establish a military post here for the protection of the people. The Legislature should act. Governor Geary has expressed his willingness to co-operate in any measures that will drive from our county the murderers and robbers who infest it, and who regard not the laws of man or God. We would in view of this last terrible deed of blood, which has taken from our midst a most estimable citizen, suggest the calling of a public meeting to have a military post established in this county."

American Students Abroad.

The influx of American students (medical) to Vienna is greater than it has ever been. There are at the least thirty-five young men from all parts of the States, Boston being well represented in the number, by seven out of the whole total. Their quarters in Alsegrund, near the hospitals, are those yearly occupied by the same class of arrivals, who are rapidly turning that part of the city into a regular *Quartier Latin*. To their credit be it said that American intelligence stands high in the market, and that the professors are agreed in saying that their Transatlantic pupils far surpass any others in their quickness and learning, perseverance and regularity. The students, in return, appear satisfied with the arrangements of the hospitals, the dispositions made for their comfort in study, and the efficiency of the professors; and also with the extraordinary number of cases daily presented to exemplify every known disease.

FORTIETH CONGRESS.

SENATE.

WASHINGTON, March 18, 1867.

Mr. JOHNSON presented the credentials of Philip J. Thomas, Senator elect from Maryland for six years ending March 4th, 1873, and asked that they be read and Mr. Thomas be sworn in.

The credentials were read, when Mr. HOWARD moved they be referred to the Judiciary Committee, stating in reply to a question from Mr. JOHNSON that it was a matter of common rumor that the gentleman, who was an applicant for admission to the Senate, sympathized with the rebellion in the late civil war.

Mr. JOHNSON did not know what rumors Mr. Howard referred to in relation to any particular act of the Senator elect which had given aid and comfort to the rebels. Perhaps he was referred to on the floor of the Senate on Saturday—that Mr. Thomas, while Secretary of the Treasury, transferred a large amount of money from New York to Louisiana, that it might be there to assist the rebels. He [Johnson] had mentioned that to his colleague, and was authorized to say there was not a word of truth in it. The transfer of funds he made while Secretary of the Treasury in 1860, was of some $700,000 or $800,000 from New York to Washington, to meet the necessary disbursements of the treasury, and the whole of it was disbursed here. The only other sum transferred by his orders was $80,000 or $100,000 from Arkansas to New Orleans, where it was all expended before the rebellion commenced. He had already said, in what he had stated of the character of the honorable gentleman, that his word on that subject would convey with all who knew him the most absolute confidence. It is possible Mr. Thomas might have supposed the war could have been avoided. He was not alone in that opinion; it was entertained by thousands in the loyal States.

Mr. HOWARD said his objection to Mr. Thomas was the language attributed to him in speeches he made after election. He was reported to have said that the Senate of the United States had done all in its power to dissolve the Union, by a war in which they failed, and were now attempting to destroy it by legislation. He [Howard] thought that a very unkind remark on the part of the applicant, if he made that remark. If a man could be called strictly loyal and attached to the Government of the United States, who held that the entire action of Congress in the prosecution of the late war to suppress the rebellion was an effort on the part of Congress to dissolve the Union, then he [Howard] had lost to a great degree his knowledge of the force of language.

Mr. JOHNSON knew nothing of the speech to which Mr. Howard referred. What he did know was, that in the letter accepting his nomination, there would be found nothing inconsistent with his duties to the country. The letter of Mr. Thomas was then sent to the clerk's desk and read.

Mr. NYE said it was claimed by the loyal men of Maryland that the election of the Legislature by which Mr. Thomas had been elected, was a palpable fraud upon the existing laws of Maryland. It was asserted by those Union men that they had a law standing on the statute book that prevented all persons sympathizing with the rebellion from voting at their elections. At the last election that law was disregarded, and persons of all kinds, the worst rebels among them, were permitted to vote, and by their votes a Legislature was elected that had sent the honorable gentleman here as Senator. When Mr. Thomas resigned from Mr. Buchanan's Cabinet, he wrote a letter stating his reason for so doing, that he was forced to leave from the fact that he could not concur in the act to reinforce Fort Sumter. He denied entirely the power of coercion.

Mr. TRUMBULL spoke at some length on the subject. He was opposed as much as any man could be to admitting traitors or enemies of the Government as members of the Senate. He was in favor of receiving none but loyal men; but the objections to Mr. Thomas were sustained by nothing but rumors. No specific charge was made by any Senator against him. Mr. Thomas was certainly entitled to be sworn in, unless there was something to overcome the *prima facie* case, which was in his favor. If any Senator could bring a specific charge against the applicant, he would go as far as was necessary in making an investigation; but he understood Mr. Thomas was willing to take the oath required by law. If so, he ought to be admitted, unless there was a distinct charge made against him.

Mr. FESSENDEN said he was unwilling by his vote to establish so dangerous a precedent as to refuse to receive a Senator who came here with the proper credentials, and has been elected in pursuance of law, and against whom there was no specific charge from any respectable source.

Mr. SHERMAN read from the letter of Mr. Thomas, resigning his office as Secretary of the Treasury of Mr. Buchanan's Cabinet, in which Mr. Thomas says: "The United States has no power to collect the custom duties at the port of Charleston." This was an indorsement of the right of secession. It at least placed the applicant in an embarrassing position, which required explanation; but he would call attention to the speech of Mr. Thomas, to which reference had been made. In that speech the Senate was referred to as a body of men who always had been and were traitors to the Union.

Mr. MORTON said the quotations he had just heard was sufficient to justify inquiry. If what Mr. Thomas had said was not true, the converse of the proposition was true. If the Senate was a body of traitors Mr. Thomas was a loyal man; but if the Senate was not a body of traitors, then Mr. Thomas was a disloyal man.

Mr. SAULSBURY said the report of the speech of Mr. Thomas, from which this extract was read, appeared in the Baltimore *American*. He read the speech in the Baltimore *Gazette*, and there was no such language attributed to the speaker in that report.

After some further debate, the subject was, on motion of Mr. GRIMES, postponed till to-morrow.

Mr. HENDERSON called up the bill for the sale of certain stock held in trust for the Choctaw and Chickasaw Indians in their favor, which, after discussion, was postponed till to-morrow.

Mr. TRUMBULL called up the supplementary reconstruction bill, the question being on the concurrence in the House amendments to the Senate amendment. The first amendment, which was of an unimportant character, was agreed to. The second was to require a majority of all registered voters, instead of as by the Senate bill a majority of the votes cast, to adopt a State Constitution. After debate it was disagreed to, 21 against 24.

The next amendment of the House relates to punishment for swearing falsely under this act. Agreed to. The bill now goes back to the House, and the question will be on receding from the amendment disagreed to by the Senate.

The Senate went into executive session, and soon after adjourned.

HOUSE OF REPRESENTATIVES.

Two newly elected members from New Hampshire, Messrs. Ela and Stevens, appeared and had the oath of office administered, and took seats.

At 2:15 P. M. the Senate Supplementary Reconstruction Bill was taken up.

Mr. WILSON, of Iowa, moved an amendment to the sixth section, by adding that any person knowingly taking and subscribing to the oath falsely, should be subject to all the pains and penalties of perjury. Agreed to.

Mr. GARFIELD and others desired to offer amendments, but Mr. WILSON insisted on the previous question, and under its operation the Senate amendments as amended were concurred in.

Senate amendments to the House joint resolution in relation to coin and bullion of the Richmond banks on special deposit in the Treasury were concurred in.

Senate bill in relation to a certain tract of land in Burlington, Iowa, was passed.

Mr. KELLEY introduced a joint resolution fixing the duty on umbrellas, parasols and sun shades imported from foreign countries, when made of silk, at no lower rate of duty than that now imposed on piece and dress silks, sixty per cent. ad valorem, and when made of other material than silk, fifty per cent. ad valorem. Also on wire, spiral furniture, springs, two cents per pound and fifteen per cent. ad valorem. The resolution passed.

Mr. BUTLER introduced a joint resolution authorizing the Secretary of War to turn over United States property at Camp Chase, Ohio, for the use of a national asylum for disabled soldiers. Passed.

Mr. FARNSWORTH introduced a joint resolution extending to employees of the first division of the National Currency Bureau in the Treasury Department, and to employees in public buildings and grounds, the provisions of the twenty per cent. additional compensation bill. Passed.

The SPEAKER announced the Committee on Public Expenditures as Messrs. Hulburd, Broomall, Pa.; Hubbard, Iowa; Plants, Bromwell, Illinois; Coburn, Peters, Taber and Newell.

Mr. BLAINE introduced a bill to exempt wrapping paper made from wood from internal tax. He explained that it was intended by the Conference Committee in the Internal Revenue bill of last session to have exempted straw and wood wrapping paper from tax, and supposed it was done, but it appeared that wrapping paper made from wood was not exempted.

Mr. GARFIELD suggested also to exempt wrapping paper made from cornstalks.

Mr. BLAINE accepted the modification.

Mr. JUDD proposed also to exempt ladders, but Mr. BLAINE objected, as not being germain. The bill passed.

House adjourned.

WASHINGTON, March 19, 1867.

SENATE.

A number of bills passed by the House yesterday were referred to the appropriate committees.

Mr. TRUMBULL called up House joint resolution to suspend all further proceedings under the law for payment for slaves enlisted or drafted into the military service of the United States. After a short discussion, by consent, the bill was postponed till to-morrow.

Mr. HOWARD, from the Military Committee, reported without amendment the bill to regulate the distribution of awards for the capture of Jeff. Davis, and recommended its passage.

Mr. COLE introduced a bill to further define the qualifications of members of Congress, which provides that no person shall be eligible to either House of Congress who has voluntarily borne arms against the United States while a citizen thereof, or who has voluntarily given aid, countenance, counsel or encouragement to persons engaged in armed hostility thereto, or who has sought or accepted or attempted to exercise the functions of any office whatever under any authority or pretended authority in hostility to the United States, or who has yielded voluntary support to any pretended government, authority, power or constitution within the United States hostile thereto. Referred to the Judiciary Committee and ordered to be printed.

The supplementary reconstruction bill was received from the House, and on motion of Mr. TRUMBULL, the Senate insisted on its amendment, and agreed to Committee of Conference.

Messrs. Trumbull, Wilson and Buckalew were appointed the Committee on the part of the Senate.

House resolution to correct errors in the enrollment of the wool tariff bill was taken up and passed.

Mr. WILSON called up the bill directing the Secretary of War to furnish clothing to invalid soldiers, and it passed.

Mr. HENDERSON called up the bill declaring the bridge over the Missouri river at St. Charles, and the bridge over the Mississippi at Louisiana, Missouri, to be lawful structures and post roads. After an amendment to include the bridge over the Missouri river at Leavenworth, Kansas, it passed.

Mr. JOHNSON said he had been requested by his colleague, Mr. Thomas, since charges were made against him yesterday, to move the reference of his credentials to the Judiciary Committee, that a full investigation might be made. Agreed to without debate.

The Senate went into executive session. After some time spent thus, the doors were re-opened.

Mr. TRUMBULL, from the Conference Committee on the supplemental reconstruction bill, made a report. The Conference Committee agreed to the Senate proposition that the State Constitution shall be ratified by a majority of votes cast, provided that it shall appear that a majority of the registered voters voted on the question of ratification. A clause is added that Congress must be satisfied that all voters had an opportunity to vote freely and fairly, without fear or interruption, and that the Constitution meets the approval of the majority of the qualified voters. The report was agreed to, and the doors were again closed.

After the transaction of further executive business, the Senate adjourned.

HOUSE OF REPRESENTATIVES.

Mr. BURR objected, but the rules were suspended, and under the operation of the previous question, the resolution was adopted, 103 to 23.

Mr. JUDD, on leave, introduced a bill to exempt wooden ladders from tax, which, after a short discussion, passed.

The SPEAKER laid before the House the disagreement of Senate to the House amendment to the supplemental reconstruction bill. The House refused, 62 to 77, to recede, and, on motion of Mr. WILSON, of Iowa, insisted and asked for a Committee of Conference.

The SPEAKER appointed Messrs. Wilson, of Iowa, Boutwell and Marshall, the committee on part of the House.

Mr. STEVENS called up the motion to reconsider the vote by which the bill introduced by him on the 11th of March was referred to the Committee of the Whole of the House, being a bill to confiscate all public lands in the lately rebel States, and confiscate and condemn all such property belonging to the belligerent enemy as is declared confiscated by the act of July 17th, 1862.

Mr. STEVENS proceeded to address the House at length in support of the bill. He had not got through more than a few passages of his speech when it became painfully evident, from the weak condition of his health, that he could not make himself heard by the House. He therefore requested Mr. McPherson, Clerk of the House, to read the speech for him, which Mr. McPherson thereupon proceeded to do from the Clerk's desk. The reading occupied about an hour and a quarter.

Mr. CHANDLER obtained the floor, but yielded to Mr. STEVENS, who moved that the bill be postponed until the second Tuesday in December next, which was agreed to.

The House went into Committee of the Whole, and proceeded to the consideration of Senate bill appropriating a million dollars for relief of the destitute in the South.

Mr. BUTLER proposed to offer a substitute for his substitute offered last week, by providing that the several district commanders under the act of the 2d of March, shall have power to assess and collect, by military power, ratably on all persons within their districts, owning more than one hundred and sixty acres of land, or who have an income of more than six hundred dollars per year, such sum or sums as such commander may deem necessary to relieve the destitution and pauperism of the white people there.

The Chairman informed Mr. BUTLER that he had the right to modify his first substitute by substituting the other for it: but Mr. BUTLER desiring to have both pending, withdrew the latter, whereupon Mr. SCHENCK offered it as an amendment to the substitute.

Mr. WOODBRIDGE made an eloquent appeal to the Committee in favor of the bill. In conclusion, he moved that the Committee rise and report the bill and amendments to the House. The motion was rejected.

A long debate ensued on the merits of the bill, but without reaching any conclusion, the Committee rose to receive a message from the Senate.

A variety of motions to suspend the rules to get in bills and reso'utions were made, and rejected.

While the House was waiting to receive the action of the Senate, or the report of the conference committee on the supplemental reconstruction bill, on motion of Mr. BANKS, the Committee on Foreign Affairs was instructed to inquire and report what measures have been taken by foreign governments or capitalists to secure control of the interest of rival nationalities in any of the routes or franchises for transit across the Isthmus of Panama, Nicaragua, Honduras or Tehauntepec, and what action may be admissible for this Government to take to secure the interests of American commerce on such transit routes.

The SPEAKER laid before the House a message from the Senate, announcing that it had agreed to the report of the Conference Committee on the supplemental Reconstruction bill.

Thereupon Mr. WILSON, of Iowa, from said Committee, made a similar report. After a brief discussion the Conference report was agreed to and the bill goes to the President.

The House then adjourned.

WASHINGTON, March 20, 1867.

SENATE.

The chair submitted a petition, numerously signed by the women of Ohio, for the extension of suffrage without regard to sex or color.

Mr. SUMNER, from the committee on Foreign Relations, reported the following joint resolution:

Resolved, That all persons in the diplomatic service of the United States be prohibited from wearing any uniform or official costume not previously prescribed by Congress.

The joint resolution was passed.

Mr. YATES, from the Committee on Territories, reported favorably on the bill for the admission of Colorado.

Pending discussion, Mr. WILSON called up the bill for an appropriation not to exceed $500,000 to defray the expenses of carrying the Reconstruction bill into effect. Passed.

The discussion on the Indian bill was resumed, and continued until 2:45 P. M., when the Senate went into Executive session, and soon after adjourned.

HOUSE OF REPRESENTATIVES.

On motion of Mr. BANKS, a resolution was adopted instructing the Committee on Foreign Affairs to investigate the facts connected with the imprisonment in Canada of Rev. John McMahon, a citizen of Anderson, Indiana, and pastor of the Catholic Church of that place, and what action should be taken for his release.

Mr. LOGAN offered a resolution, which was adopted, instructing the Committee on Foreign Affairs to inquire why the claims of American citizens against the British Government, commencing with those reported by the President in January, 1859, and including all since that day, have not been paid, and report what ought to be done to secure the speedy settlement of such claims.

Mr. LOGAN introduced a joint resolution instructing the Second Auditor to audit and settle the accounts of line officers of the army to the extent of their paying in all cases where they make affidavit of their inability to make monthly report or return by reason of having been imprisoned by any authority or any casualty of war, and are unable to account for property in their possession.

The contested election case from Colorado was taken up. After an hour's consideration a resolution of the majority was adopted referring the papers and evidence of Chillicott and Hunt to the Election Committee. In the meantime Mr. Chillicott is to be sworn in as the sitting delegate. Mr. Chillicott was then sworn in.

A resolution was passed authorizing the Secretary of War to pay a sum equivalent to the contract price of artificial limbs to such disabled soldiers as may prefer it.

The House went into Committee of the Whole on the joint resolution appropriating a million dollars for the relief of the destitute of the South.

A running debate took place between Messrs. Bingham, Stevens, Logan, Schenck, Garfield, Boutwell and others, in which Messrs. Schenck and Stevens argued that the Freedmen's Bureau had now sufficient authority to relieve the distress in the South, and the object of this bill was merely to give alms to sturdy rebels, which Mr. Bingham denied, arguing that the term refugees only applied to persons who were driven from home.

Mr. DONNELLY suggested a proviso that the total amount to be expended for food should not exceed $1,000,000, unless it became apparent to the Commissioners of the Freedmen's Bureau that further expenditure was absolutely necessary to save men, women and children from death by starvation.

The committee rose, and Mr. STEVENS moved that the House adjourn. Carried—yeas 56, nays 51.

Imports at New York.

The *Economist* of the 16th says: "The imports at this port for the month of February reach the large figure of $25,630,781, which is the highest total ever before reached, excepting last year, when the figures for the month were $30,692,557. For the same month of the years 1858–9–60–61 the average was $16,000,000, or $9,500,000 less than for the current year. The receipts have probably increased from a desire to have goods in port before the adoption of a tariff which it was expected would impose a generally higher range of duties. As it is impossible to say to what extent this consideration may have affected the receipts, it is not easy to say how far the current movement is to be regarded as excessive. It is impossible, however, in view of the present depressed condition of trade to regard such large importations with satisfaction. During the first two months of the year, we have imported $46,609,868 of merchandise at this port alone, and there yet remain two months during which the receipts are usually liberal. It is impossible to suppose that, with the present difficulty in realizing upon goods, the importing interest will take any other course than to suspend ordering and to countermand orders to the utmost extent possible; and we therefore hope for a decline in the receipts for the remainder of the season."

While most branches of American manufactures are languishing or idle, this certainly is an instructive exhibit.

A Business Monthly.

Mr. George W. Pittock is about to commence the publication of a business monthly, entitled the "Iron City," more especially adapted, as the name indicates, to the wants of the business community. As a handbook of Pittsburgh, the design is to render it complete. The photographic illustrations will be superb, and each number will contain an embellished local sketch, historical incident or biographical chapter, besides a map of Pittsburgh thoroughly accurate in every particular. Such a work, it is plain to be seen, will be one of permanent value, and well deserving of the encouragement of all classes in this community. Mr. Pittock has associated with him in the enterprise Mr. K. McFall, whose experience and skill will bring much to the enterprise, and will at once commence canvassing our city. For information he can be addressed box 1406, Pittsburgh Postoffice.

The Chicago Board of Trade have voted one thousand dollars to relieve the Southern destitute, and there is a disposition to increase it to five thousand.

CONNELLSVILLE RAILROAD BILL.

Remarks of Senator T. J. Bigham, of Allegheny.

During the debate in the State Senate on the bill restoring the charter of the Pittsburgh and Connellsville Railroad Company, Senator Thos. J. Bigham, of this county, said:

Mr. Speaker, in the spirit of the concluding remarks of the Senator from Lawrence [Mr. Browne,] I would invoke the Senate of Pennsylvania to rise to the magnitude of this question. I would invoke of the members of this body that wise statesmanship which in the early history of Pennsylvania recognized—far ahead of the policy of puny legislators of latter days—that there was a glory in the future for Pennsylvania. When the public improvement system of our Commonwealth was first projected, none of this narrow sectionalism, which, to the disgrace of Pennsylvania, has too often characterized her legislation, then existed. The men who, forty years ago, in these halls, looked abroad over the State of Pennsylvania and then discovered that the Almighty, in upheaving the mountain chains of Pennsylvania, had rent those mountain chains by three natural routes of intercommunication between the East and West—the valley of the Susquehanna running in the direction of the town of Erie, our commercial depot of the Lakes—the valley of the Juniata and Conemaugh, separating our mountain ranges excepting the main one, in the route of which you, Mr. Speaker, now live—the valley of the Potomac and the Youghiogheny, separating the mountain chain on the Southern line of Pennsylvania. The men who forty years ago legislated in these halls understood something of the magnitude of the interests involved in the completion of three grand routes through these God given valleys; for I scorn the imputation that State lines are to interfere with necessary public improvements in a country which recognizes a common bond of citizenship, and whose natural conformation is a sufficient guarantee of the right of my constituents as well as all others to go and occupy its God given valleys.

Mr. Speaker, I may speak warmly, but I may inform you that a meeting of my constituents on this subject was held no later than last night, the proceedings of which meeting were read here at the opening of this session. My constituents feel deeply, earnestly, intensely, on this subject, and they are going to watch the votes of every man who, under the responsibility of an oath, in this Senate, undertakes to legislate away from them their natural rights. They will hold all such men to a fearful responsibility. The last one of those resolutions declares that if the subject of a general railroad law, and the recognition of the right of Western Pennsylvania to build lines of intercommunication at her own cost, if not disposed of by this Legislature—those questions shall go into the next elections; and, Mr. Speaker, the men who legislate here this winter had better look to their records. Six years ago, in 1861, an analogous question came up here and passed the other branch of the Legislature by a three-fourths vote. What was the action of the people at the succeeding election for members of that body in view of their legislation? Out of all those who so voted, one solitary member—"the last rose of summer left blooming alone"—was returned in the session of 1862 to a seat in the House of Representatives, and he was from the county of Warren, and was saved by an overwhelming impulse in favor of the Philadelphia and Erie road. Every other man in the House who voted for the repeal of the tonnage tax sunk to that grave which, in political parlance, "knows no awakening."

Now, sir, I am sorry that the gentleman who occupied this seat yesterday [Mr. Fisher] is not here to-day. If he was, I would see fit to speak in terms of fitting contempt of any man who undertakes on this floor to sneer at my constituents. At myself individually you may sneer as much as you please, but for the man who talks in the way in which that gentleman talked I return sneering for sneering.

Senator Bigham then proceeded to refer to certain well-known historical facts connected with the opening of the route by the Youghiogheny and Potomac. Said he:

The oldest citizens of our State, men who know all about the West, its institutions and its history, agree upon this route as being the most direct to Washington City, the capital of the nation. They have always looked upon it as one of the routes by which the commerce of the mighty West—that West which, when General Washington, at his own expense, instituted the survey which was made, was a tiny thing, less even than the present population of Pennsylvania. But now, after the valley of the Ohio and Mississippi has grown to a mighty empire, there are men who can see nothing beyond the fact that "you are going to Baltimore."

But, sir, as this question may be more fully reviewed from the stand-point of a free railroad law, permit me to make a few remarks on that subject. A free railroad bill was reported yesterday morning. That bill is not printed, and in what I am now going to state I do not wish to be considered as telling tales out of school, but at least two of those gentlemen, by whose votes the bill was reported, have told me time and again, as I understood them, that they were not in favor of a free railroad law. If any gentleman wishes to contradict me, let him rise in his place and do so. Two representatives of Western Pennsylvania—a section which emphatically demands the passage of such a law—those representatives publicly proclaimed no longer ago than yesterday morning, when that bill was reported, that it was not the bill that we wanted. But, Mr. Speaker, I have been told by I suppose eight or ten gentlemen on this floor, who, I presume, are going to vote against us on this bill, that they are in favor of a free railroad law. It is true, they add the condition "properly constructed," which I confess is one of those exceedingly equivocal terms that can be solved only by future developments. Mr. Speaker, why should we not pass a free railroad law? Even little New Jersey, railroad ridden as she has been, has burst the bonds of the Camden and Amboy; and is Pennsylvania bound in chains stronger than was railroad-ridden New Jersey? New York and Ohio, surrounding us on the north and west, have free railroad systems, as has also New Jersey on the east. I know not how they stand south of Mason and Dixon's line, but they are largely behind the spirit of the age, and it will be but a fit rebuke to Pennsylvania if that section should yet come forward and show herself the teacher of this Commonwealth. Now, sir, I suppose I am entitled to say from what I have heard declared by members here, that this Senate expects to pass a general railroad law. Now, what is a general railroad law? It is a recognition that the people of each section of the State, at their own expense, have the right to develop their own resources and to construct their own railroads. If that is the stand-point from which we are to consider this question, I want to know from the members here, what argument under the sun can be offered why this bill of 1864 should not be repealed? If within a week from this time you are going to proclaim to the world that Pennsylvania has manipulated herself, that she is no longer bound in the thraldom of railroads as she was when this repealing act was passed, then I should like some man to get up here and give a sensible reason why we should not pass this legislation. If we are to go back to the old fashioned notion that State lines are something awfully sacred, and that all beside are outside barbarians, that would be another matter.

Now, Mr. Speaker, I desire to enter a little more into detail, and I have a word to say to my friends on this side of the Chamber—the Republican members. I do not like to use that word Republican here, but I shall better say plainly what I mean, for I think that candor in our actions here is one of the best things we can practice. I say to the Senate that Western Pennsylvania is the active, the enterprising, the progressive, the Republican element of Pennsylvania. Three years ago but for the vote of Western Pennsylvania George Woodward and Walter H. Lowrie would have been elected, respectively Governor and Judge of the Supreme Court, and all their political infamies, declaring that there should be an end put to the war, would have been triumphant. But for the vote of Western Pennsylvania you were beaten five thousand in 1863. In 1864 Abraham Lincoln might have received five hundred majority in Pennsylvania without the vote of Western Pennsylvania. I have never calculated what the result would have been without the vote of that section, but I think the result would have been something like that. In your last election, without the vote of Western Pennsylvania, Hiester Clymer was elected by three thousand majority.

Now, I do not want to declare any revolutionary dogmas; we have had an example within the last five years of the fate of those who indulge propensities of that kind. I will only remind Senators that within sight of where I live rises a new State and a new star in the galaxy of the Federal Union known as West Virginia, and if this policy is to be pursued much longer by the east, then if the forthcoming star of the National escutcheon shall bear the name of West Pennsylvania, on you! on you! on you! who denied to my constituents in Western Pennsylvania! on you be the responsibility! And if the battle cry is raised, my constituents are ready enough to separate from those who refuse to pay any respect to their interests, and who receive their entreaties with contempt; for unless those whom I have the honor to represent come here and interest themselves in controlling the details of legislation, they seem to be treated as if they had no rights which legislators are bound to respect. If the precedent of West Virginia is followed in the case of West Pennsylvania, on you, corporation-ridden people of Eastern Pennsylvania, will rest the responsibility, and you will have to get along as best you can.

Now, sir, as some remarks have been made here by the Senator from Lebanon [Mr. Coleman] on yesterday, and by the Senator from Sullivan [Mr. Jackson] to-day, in reference to the origin of the bill passed some years ago, permit me to give you, Mr. Speaker, my recollection on that score, and in this instance it is marvellously good. At an afternoon session of the House of Representatives, of which I was then a member, the member from Fulton county read in his place two bills, one of which was the one referred to here, and the other the bill creating the Southern Pennsylvania Railroad Company. The Senator from Lebanon was then Chairman of the House Committee on Railroads. A meeting of the Railroad Committee, as the Senator stated yesterday, was called for at two o'clock, P. M., on the following day. I endeavored to be present, and got there five or ten minutes after two o'clock. When I went into that Committee a member from Philadelphia, distinguished within a few days past by pocketing an ordinance about salting railroad tracks in Philadelphia, was reading this bill, the Committee having already proceeded to its consideration. I expressed surprise. I stated that the bill affected the rights of my constituents, and I desired a few days time for the purpose of informing the parties in interest. Do you think I could get it, Mr. Speaker? If you do, you are a good deal greener than I suspect you to be. It is very evident from the actions of that committee that both those bills were set up bills. Their reply to my request was, "Oh, we'll have a fight about it; we might as well have the fight in the House." Those bills were reported without a moment's opportunity for examination, just as fast as they could be read. The then chairman admitted that some of my constituents ought to have an opportunity to be heard, but if ever there was a set up committee it was that over which he then presided. Those bills came up within three days afterwards in the House of Representatives. And permit me here to answer the remark of the Senator from Sullivan [Mr. Jackson], that he was called upon by numerous persons in reference to that bill relative to the Pittsburgh and Connellsville road. Permit me to say that not a single petition from a single living man was ever presented in favor of the bill; there was not presented either at that time or during the discussion that I heard of a single petition. I admit there were three or four parties here busying themselves in the matter. There was, I think, certainly one from Fayette, and perhaps two or three from Somerset who were in "the ring." I am not prepared to say how many were introduced to my good natured friend from Sullivan [Mr. Jackson], as persons living along that line. It was probably that gentleman's first session in the House, and they thought perhaps he was pretty "green," as he had just come from the woods of Sullivan, and that, therefore, they were justified in palming off upon him a hundred bogus representatives of the section most deeply interested, who asked him to vote for the bill. I know not how many persons may have been thus introduced to the gentleman, but as I know the men who were moving in the thing I do not hesitate to say now that there never were six men from the district through which this route runs. There may have been bogus men, men of straw, about here, but I assert, there were not six *bona fide* men of flesh and blood. And, sir, when the discussion of the bill commenced, I held up in my hands a bundle of remonstrances longer than that [pointing to a file of bills] which, under the rules of the House, I was not permitted to present there. I held them up and shook them at these men; they allowed me to whale them like thunder, I admit, but they steadily voted me down. I tried to catch them on the amendment read here by the Senator from Lancaster, and then they pretended to be the redressers of the wrongs of my constituents. During the three or four days which elapsed between the time when the bill was reported in the House of Representatives and its discussion, the friends of the measure presented petitions signed by thousands of residents along the route of the road, and no man who voted for that bill could have misunderstood the feeling of those people. But if any false impression was really made upon members of this Legislature, let any man go into the neighborhood now and he will not hear any complaint of want of information. Ask the Representatives from Fayette, Westmoreland, Bedford, Somerset, Allegheny and the other counties comprised in the five Senatorial districts through which the road now runs—ask them whether it is the sentiment of the people of that locality now, and you will have no uncertain or equivocal response.

It has been alleged, sir, that that act was passed by the influence of the Pennsylvania Railroad Company. I was a member of the co-ordinate branch at that time, but I sat in this Senate and watched the progress of that legislation and was in the seat now occupied by the Senator from Erie in the evening, when the final action of the Senate was taken on the bill.

As the Senator from Erie once said, about the hour when graveyards are said to yawn and ghosts appear, the Senate of Pennsylvania got through with its action and terminated one of the most discreditable acts in its whole career. And then a Senator, in a more than ordinarily jocular mood, got up and said, "Mr. Speaker, may we go *Scott* free now?" The Vice President of the Pennsylvania Railroad, personally a very good friend of mine, had been sitting by my side. That gentleman—for whom I have no feeling of unkindness, for we can get along together as well as people generally do, and the asperities of political life are sharp enough without one's fighting with almost everybody to be met with in this world of ours—that gentleman had engineered the bill through the House of Representatives and he had engineered it here.

Now, sir, that is the first reason given in the minority report why the bill was passed. Something has been said here about the interests of Philadelphia. I call upon any one of the four Senators from Philadelphia to say if, during my legislative experience, I have ever voted against any measure calculated to benefit Philadelphia, unless it was an interference with the rights of my constituents. My policy has been that of extreme liberality. I have voted for every measure having for its object the development of any part of the State, and for none more gladly than for those which were conducive to the prosperity and material advancement of Philadelphia. And permit me, Mr. Speaker, to say to you that the sentiment of Philadelphia, outside of a few combinations of individuals, is in favor of a liberal policy against this restrictive system. I may not enjoy an acquaintance with any large number of the people of that city, as do the Senators who come from there, but I am so much in Philadelphia that I know the sentiment of a few hundred men around certain railroad offices is not the sentiment of the people. And I say that outside that city as well as they do. And I say that outside the sentiment of Philadelphia is just as liberal on this subject as it is anywhere else. They are not quite as thoroughly stirred up as are my constituents, but they speak in terms of withering contempt of the restrictive railroad policy of their legislators, and I have heard that sentiment expressed in the highest circles of wealth, intelligence and culture of which that city can boast; and if anybody questions that, I can give you the names of the men whom I heard so express themselves. Why, Mr. Speaker, I had sent me a *North American* of Saturday last, containing an editorial rejoicing in the adoption of a resolution which was offered by my colleague in regard to the order for the report of this free railroad bill, and it distinctly scouts the idea that anybody in Philadelphia, whose opinions are worth anything, are averse to liberal railroad legislation. And an expression of that kind is contained in a paper controlled by the Mayor of Philadelphia and published on last Saturday. Now, I am not going to abuse either the Pennsylvania Railroad Company or people of Pennsylvania. The policy of a few individuals about that railroad company is a false policy. It is a policy which is not in accordance with the principles of the fathers of the improvement system of Pennsylvania. It is a policy which the men who lived thirty or forty years ago scouted, one with which they have no sympathy, for they projected those three great leading routes to which I have adverted.

The Senator then reviewed the legal points bearing on the matter under discussion, and very lucidly and extensively explained the proceedings already had in the Courts. He concluded his argument as follows:

I would now ask attention, sir, to a point which I conceive to be of vital importance, and which has not been prominently brought out by any person in this argument; and that is with respect to the obligations we are under to furnish a proper railroad connection as a means of military defense for the Capital of our common country. Had this road been made prior to this rebellion—had a continuous line of road like this been established through the loyal counties of Pennsylvania, what would have been its value? Traversing Maryland, this route runs through old Frank Thomas's district, the intensely loyal part of Maryland to the Point of Rocks; and what, I ask, would have been the value of such a road to the National Government? Its worth cannot be too highly estimated when we reflect that upon the breaking out of the rebellion all access to the National Capital through Baltimore and by way of the Northern Central Railroad was for weeks—aye, almost for months—attended with the greatest danger and personal risk, and that it became necessary to guard that road throughout the whole war.

Now, Senators, I appeal to you under your sworn obligations to the Constitution of the United States and your bounden duty, as it is that of every loyal man, to do all in your power to protect the Government to aid us in this matter. Has the danger of the rebellion entirely passed away? Do we not see in the threatening aspect of affairs in the lately rebel States cause for alarm? Even in the city of Baltimore, which now furnishes our only avenue to the capital, an attempt was recently made to depose the present loyal mayor and authorities of that city and to substitute others who would be in sympathy with rebellion. In view, therefore, of the possibility of such a contingency as has already happened, I appeal to the members of this Senate to discharge their duty and their whole duty, by giving the National Government an opportunity of having a railroad from Washington City to Pittsburgh, to the most loyal point in the United States. At Pittsburgh we made no money off the Government by horse contracts and speculations of that kind, but we went into legitimate business and we sustained the Government. We furnished the guns which put down the rebellion by carrying death and destruction into the rebel ranks. And so overwhelming is this argument as to the necessity of this road that the popular branch of Congress at Washington city, about a year since, passed by more than a two-thirds vote an act to build the road as a military necessity; and it was only because of certain scruples on the part of members of the Senate as to the right of the Federal Government to go into the State that it was not finally acted upon. Here, now in behalf of thirteen millions of loyal people who occupy the country from Pittsburgh to the Rocky Mountains, I demand of loyal Senators that they shall furnish a road free from the obstacles that beset the route running through the city of Baltimore. If gentlemen desire to acquit this Senate and the House of Representatives of all suspicion of being influenced by the Pennsylvania Railroad, the very way they can do it is to pass this bill unanimously. That will do more to elevate the character of the Pennsylvania Legislature than would ten thousand speeches or lectures delivered in these halls. No, sir; the business men of Pittsburgh—sharp and shrewd as any that Philadelphia can boast of—look upon this problem in all its bearings, and understand it much better than you, sir, or I do. They look upon their deprivation of the benefits of this railroad as a species of serfdom to which they have been subjected, as a recognition of inferiority and a mark of slavery upon them which you have stamped upon no other people. Besides, sir, the condition of that district of country through which this road is to pass is sufficient to warrant our most earnest solicitude.

It is true that by sending to Pittsburgh the people of Bedford and Somerset can connect with the Pennsylvania Central, but eastwardly they have no avenue to market. Now, let both these routes be constructed (for I want this Southern Pennsylvania road to be built as well as the other); I want the worthy President, who subscribes the small moiety of five and a half millions at one dash of the pen, to show that that amount can be forthcoming to build both roads through Southern Pennsylvania—let both roads be built, and I predict if this road is built through Bedford county, that before a year goes around the Reading Railroad will make a connection through Perry and Bedford to Bridgeport, in Bedford county. I do not want, however, to have these routes subject to the same agency. We, in Pittsburgh, do not undertake to shut out men who want to build rolling mills, steel works and glass works. We say, "The more the better; competition is the life of trade." And I say that the proposed route through Bedford cannot be looked upon as unfriendly to Philadelphia interests, for I look to the extension of the Reading road and this Connellsville road as giving a direct Philadelphia route.

Now, I would like to hear some of the gentlemen on the other side give a reason for the faith that is in them. They are as quiet as mice on this subject; they think they have got the votes and can afford to sit still. But I do not believe, Mr. Speaker, that after you have heard the argument there will be found so little of Pennsylvania feeling in this Senate that you will still insist upon sending to the shores of Lake Superior and Lake Champlain for your iron ore when millions of tons of that metal lie along this road awaiting some opportunity for transportation. One of my constituents, largely interested in shipping gas coal, whose works are on the Connellsville road, assured me this evening that if this road was built through to Cumberland the best gas coal could be shipped to Cumberland at two cents per ton per mile, and from Cumberland, by the Chesapeake and Ohio canal, to Alexandria at one dollar and twenty-five cents, and in this way that coal could be delivered in the city of Philadelphia at four dollars and twenty-five cents, while they cannot now deliver it, by the Pennsylvania road, under five dollars and twenty-eight cents. There—you agents of this monopoly that this bill is to overflowing—there is one more nut for you to crack. One of my constituents, a *bona fide* man of flesh and blood, is in this hall, and he tells you now, if this road is opened, he can deliver gas coal in market at one dollar and three cents per ton cheaper than he can deliver it by the Pennsylvania road.

PITTSBURGH DRUG MARKET.

OFFICE PITTSBURGH COMMERCIAL, SATURDAY, March 22, 1867.

Acid.					*Oil.*				
Acetic	lb	36	@	40	Cod livr gal	2 25	@	2 50
Citric	lb	95	@	1 00	Lemon	lb	4 50	@	5 00
Oxalic	lb	50	@	52	Lard e gal	88	@	1 10
Tartaric	lb	82	@	85	—Clnch gal	1 75	@	1 80
Alcohol gall	4 00	@	4 50		Lins'd gal	1 50	@	1 55
Aloes.					Neatsf gal	1 45	@	1 65
Cape	lb	32	@	35	Olive gal	2 25	@	2 50
Socot	lb	90	@	1 00	—quarts doz	7 85	@	15 50
Am. Carb	lb	32	@	35	—pints doz	4 00	@	7 00
—Aqua	lb	10½	@	14	Origan	lb	1 00	@	2 00
Annotta	lb	85	@	95	Peppert	lb	6 00	@	6 75
Ashes Pot	lb	9	@	10	Rosemary lb	1 75	@	4 00
—Soda	lb	5	@	6¼	Sassafras lb	1 20	@	1 50
Bal. Copaib	95	@	1 00		Sperm gal	3 55	@	3 75
Bay rum gal	4 80	@	5 00		Tanns gal	1 20	@	1 30
Bark.					Whale gal	1 30	@	1 40
Cassia	72	@	75		Wintegr'n lb	5 00	@	5 50
Clnch'a'd lb	2 20	@	2 35		Oil of Tar	20	@	50
" Pale lb	70	@	55		Phosphos lb	1 20	@	1 30
" Com lb	45	@	55		Pt Paris bbl	5 00	@	5 50
Black Lead.					*Potass.*				
American	5	@	6		Bichrom lb	24	@	26
East Ind lb	13	@	16		Chlorate lb	50	@	75
German lb	7	@	9		Iodide lb	6 00	@	6 20
Blue Mass lb	60	@	68		Prus yel lb	55	@	60
Blue Vitr lb	14	@	15		" Red lb	1 05	@	1 10
Borax ref lb	40	@	43		Putty	5	@	4½
Brims roll lb	5	@	6½		Quin sulp oz	2 35	@	2 45
—Flor Sul lb	7½	@	9		Rosin bbl	7 00	@	7 25
Calomel A lb	1 20	@	1 25		*Root.*				
—English lb	1 70	@	1 75		Gentian lb	13	@	14
Camp ref lb	1 15	@	1 20		Ginger E I lb	28	@	30
Canthar's lb	2 12	@	2 20		" Jamca lb	47	@	49
Cham. Gerh lb	30	@	35		Ipecac lb	5 15	@	5 25
—Roman lb	70	@	75		Jalap	lb	2 85	@	2 90
Chlorof'm lb	2 25	@	2 35		Liquorice lb	20	@	25
Cloves	lb	48	@	50		Rhub E I lb	3 60	@	3 80
Cochineal lb	1 65	@	1 70		Sars Hon lb	47	@	49
Con'pecass lb	30	@	35		Seneca lb	60	@	65
Copp'rs bbl	8	@	50		Valeri En lb	62	@	65
CreamTart lb	50	@	53		" Germ lb	25	@	30
Cubebs lb	50	@	55		Sal Ammon lb	19	@	21
Cudbear lb	30	@	35		—Epsom lb	4	@	5
Emery En lb	13	@	15		—Soda	4	@	4½
Et Nitsps lb	75	@	85		*Seed.*				
—Sulph lb	1 20	@	1 30		Canary bus	5 75	@	6 00
Ext Logw'd lb	17	@	18		Hemp bus	4 50	@	4 75
—Liq Calis lb	36	@	46		Cardamn lb	3 75	@	4 25
—Italian lb	50	@	52		Mustard lb	18	@	20
—Sicily lb	25	@	28		Senna Al lb	44	@	48
Fusterchi lb	34	@	36		" E In lb	25	@	30
Galls Alep lb	50	@	52		*Soda.*				
Gum.					Bi Carb lb	10	@	11
Arabic sts lb	53	@	58		Caustic lb	9½	@	10
" White lb	55	@	60		Soap cast lb	20	@	25
Myrrh T k lb	75	@	85		—Cast wh lb	25	@	30
Shellac lb	52	@	62		Starch	7½	@	8
Trag'nth lb	50	@	55		Sugar Ld lb	58	@	60
—Flake lb	1 60	@	1 65		Sulph Morph	8 75	@	9
Hoffm's A lb	75	@	80		Tartar Em	70	@	75
Indigo Mad lb	1 50	@	1 60		Terra Jap lb	10	@	12½
—Span lb	1 60	@	1 70		Turp sps gal	90	@	1 00
Iodine res lb	6 60	@	7 20		*Varnish.*				
Junip Ber lb	7	@	8		Copal gal	2 50	@	4 00
Log chips lb	3½	@	4½		Japan gal	1 80	@	2 20
Mace	lb	1 68	@	1 73		Damar gal	3 00	@	4 00
Madder lb	17	@	20		Ven Red lb	4¼	@	5
Magne cal lb	75	@	1 50		*White Lead.*				
—Carb	30	@	35		Pure	lb	14½	@	15½
Manna S F lb	1 65	@	1 75		Fancy br lb			15
Norph sulph	7 75	@	8 00		Dry	lb			15
Nutm No 1 lb	1 50	@	1 55		*Red Lead.*				
Oil.					Dry	lb	14	@	15
Bergamot lb	9 00	@	10 50		Whiting lb	3	@	4
—Castor gal	2 60	@	2 70		Litharge lb	13	@	14
—Cinnam lb	5 25	@	5 50		Zinc, carb lb	13	@	14
—Cloves lb	4 30	@	4 60		Zinc in oil lb	13	@	14

CRACKER MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The following are the card prices:

Boston Crackers	11½	Cream Crackers	30
Wine "	12½	Graham Wafers	12½
Soda "	11½	Milk Biscuit	
Oyster "	11	Ginger Snaps	16
Water "	12½	Pilot Bread	
Butter "	13	Cracker Meal	10½
Sugar "		Almond Nuts	17
Graham "		Fancy Crackers	
Dyspepsia "		Assorted Tea Cakes	16

WOOL MARKETS.

BOSTON.

The market is firm, with a good demand for nearly all grades of domestic, says the *Bulletin*, and the advance noted last week has thus far been well sustained. Prices, however, remain unsettled, there being a diversity of opinion as to whether the full effect of the new tariff has yet been experienced in the market. Some dealers are selling freely at an average advance of 2@3c on former prices, while others are holding for a rise of 5@6c, and think they shall finally get it.

There is very little excitement; though consumers are disposed to take hold and supply themselves liberally. But they are not yet ready to meet the extreme views of some holders, and the probability is that they will not be till their products begin to move off at a better margin. Hence there is considerable dickering and diversity of views between buyers and sellers, the former diligently looking through the market for the best possible terms. They are ready to take large lots of staple, when offered at what they consider reasonable rates, and almost invariably hurry up deliveries, since, for the last few months, most of them have been running on short supplies of material.

Commission merchants are much embarrassed by the extreme views and limitations of consigners, who, under the new tariff, are expecting to realize a much larger advance than it is possible to obtain in the present state of the market for wool products. Country prices for wool, which before were relatively high, as compared with those upon the seaboard, are now relatively higher than ever. Consequently receipts are again falling off, and stocks here cannot be replaced at anything like current prices. This would be the case even supposing there was plenty of wool remaining in the hands of growers. But such is not the fact; the consumption for the past season has run almost entirely on domestic staple, and supplies in most of the wool producing States are supposed to be nearly exhausted.

Sales of domestic, for the week, have been quite large, and foot up nearly 1,000,000 lbs, at a range of 50@76c ℔ lb for fleece, and 35@57½c for the various grades of pulled. Included are lots of medium and fine Western fleece, at 50@60c, the outside rate for choice Wisconsin; New York and Vermont do at 56@60c; Michigan at 55@62½c; coarse Ohio and Pennsylvania do at 50@55c; medium and fine do at 55@65c; extra do at 63@66c; double extra and choice do at 65@76c—40,000 lbs at 65c; and some 25,000 lbs picklock, in small lots, at 72@76c, the latter grade being scarce and wanted.

NEW YORK.

The *Economist* says: The activity which characterized the market last week has not extended to this. The market for woolens did not respond to the passage of the tariff in the manner in which many expected. It is true that there is more confidence, more firmness and expectation, but as yet little has been realized. Goods could be sold very readily at former rates, but it is exceedingly difficult to obtain any material advance; and, as a consequence, the wool market has been quiet, although firm, and if we say that wool is 2c ℔ lb better than it was before the passing of the tariff, it is all that it will warrant. But as we have frequently said, all the tariffs in the world cannot manufacture a demand, and this is now being realized; and so little confidence have manufacturers that the demand will be seriously increased by the passage of the tariff, that none they have yet increased the hours of labor, at least none of those who have been running short time; and as it is almost impossible to obtain an advance on the price of woolens which would pay the cost of manufacturing, and equally impossible to get down the price of wool, manufacturers are now seriously considering the alternative of either a reduction of wages or of an entire stoppage of machinery. This is a sorry comment upon the tariff and protection. We suppose that the laborer was included in the question; but in place of an advance of wages, as the laborer might have expected if the protection theory was sound, a reduction was contemplated. It is true we have a slight advance in wool, we wish it was more. We should be glad to see an advance of wool and of labor arising from true grounds, an active demand, but that demand is still lacking. The large failure in Providence last week, has not improved things this week. It is true this was not a woolen establishment, but it has weakened confidence in manufacturers generally, and there is no doubt but wool dealers could sell more wool than they now do if they would give the indiscriminate credit they did a year ago. This want of confidence steadies business at the present time, and we think it is well for all concerned that such is the state of things, or we should certainly have in a very short time one of the most direful crashes that ever visited the business of this country.

Our quotations are as follows:

Pennsylvania, Ohio and Virginia choice Saxony fleeces, 72@75c; Saxony fleeces, 65@72½c; three-quarter and full blood Merino, 62@67c; ½ blood, 57@60c; ¼ blood, 52@57c; common, 47½@52c; New York, Michigan and Indiana, full blood and ¾, 60@62½c; ½ blood, 55@57½c; ¼ blood, 50@55c; common, 45@50c; Western fine, 52@58c; medium, 47½@52c; common, 45@47½c; Southern washed, 45@53c; unwashed, 30@37½c; Texas fine, 30@40c; medium, 27½@32c; coarse, 23@30c; inferior, 15@22c; Burry, 12@20c; California spring clip, fine, 30@47½c; medium, 20@27½c; coarse, 18@24c; fall clip, fine, 28@34c; coarse, 20@27½c; Oregon combing, 40@44c; A 1do, 35@40c; A 1do, 34@40c; Canada combing, 70@75c; domestic combing, 60@65c; country pulled extra, 50@57½c; New York city extra, 45@52½c; super, 40@47½c; No. 1, 28@35c; Western super and extra, 40@47½c; lambs wool, 37½@42½c; Philadelphia merino, 47½@52½c; No. 1, 42@47½c; Tub washed choice, 55@60c; Fair, 52½@55c; Inferior, 45@50c.

FINANCE AND TRADE.

WEDNESDAY EVENING, March 20, 1867.

The late sharp advance in the prices of leading articles of produce has stimulated business, which causes a greater demand for money. Our banks are extending their lines to the safest practicable point—but a large amount of good paper cannot be reached. Private bankers are lending out their available means more freely, and all loose capital is rapidly absorbed in good time bills.

—At the New York Stock Exchange to-day the Railway list continues to exhibit a good deal of strength, and purchases for a spring rise are numerous. Michigan Southern is off pretty heavily from yesterday's quotations. New York Central is rapidly making up its lost margins to those who have been carrying the stock for the last four or five weeks. Fort Wayne is gaining strength and will not rest long under par. The condition of the affairs of the road was never more prosperous, and it is expected that its regular quarterly dividend of two and a half per cent. will be kept up. We present below the usual quotations received at the Stock Rooms of Mr. Bryan:

Gold	134⅛
U. S. Bonds, 1881	109
U. S. Bond, 5-20's, 1862	109⅛
U. S. Bonds, 5-20's, 1865	107⅜
U. S. Bonds (new issue) 5-20's, 1865	107
U. S. Bonds, 7-30's	105⅜
Michigan Southern	76⅝
Cleveland & Pittsburgh	82⅜
P., F. Wayne & Chicago	98
Erie	60
Chicago & Rock Island	97⅜
Chicago & Northwestern	36⅜
Chicago & Northwestern preferred	65⅜
New York Central	105⅜

MINING STOCKS.

Gregory	12½
Rocky Mount	1
Quartz Hill	3⅜
Hope	50c
Coryion	15c
Holman	
Nye	
Smith & Parmelee	6

—The following shows the totals of the average of the leading items of the Philadelphia banks for the past and previous weeks:

	Last week.	This week.		
Capital	$15,517,150	$15,517,150		
Loans	51,851,463	50,538,294	Dec.	$1,313,169
Specie	832,655	858,022	Inc.	25,367
Legal tenders	17,524,705	16,955,643	Dec.	569,062
Due from banks	6,621,107	4,322,166	Dec.	2,298,941
Due to banks	6,978,444	7,425,901	Inc.	447,457
Deposits	37,314,672	34,826,001	Dec.	2,488,671
Circulation	10,572,058	10,580,911	Inc.	8,853

The above figures show a very decided coming down. It will be seen that the banks have been called upon for the payment of nearly two and a half millions of their deposits within the past week. This has pulled down their legal tenders $569,062, and their loans $1,313,169. The circulation has been increased $8,853, and the specie $25,367. The bank movement was moderately active, the clearings amounting to $32,020,871, against $32,475,989 last week, and the balances to $3,057,789, against $2,998,290 last week.

—The important question, "what is a pound sterling in this country?" was recently determined in a suit before the Marine Court, New York. The facts of the case being conceded, the issue was simply on the question above propounded. Two promissory notes, payable at maturity, in pounds sterling, at bankers' rates for sight drafts on London, had been given in payment for a bill of goods. The notes being protested, the defendants offered payment in greenbacks, as being an equivalent of gold under the Legal Tender act. In behalf of the plaintiff it was claimed that the rate of bankers' bills for sight draft, on London must be computed in the currency in which the bill would be paid for; that it should not be permitted to prove the value for gold, and tender the equivalent in greenbacks; that "bankers' bills," like any other commodity, must be presumed to be bought and paid for in "legal tender," and that it required some six dollars and sixty cents in legal tender to pay for every pound sterling in the bankers' bills, and consequently, plaintiffs were entitled to claim for the value for the pound at that rate, and so the Court decided.

—A correspondent makes the inquiry as to the cause of the different figures for United States 5-20s in London, Frankfort, and Paris, as daily quoted by the Atlantic Cable. We explain that the regulations of these great European Exchanges are wholly arbitrary as to their own rule, each peculiar to itself, of dealing in United States bonds of Federal Money denomination. Practically, however, the quotations, though differing all the way from 74 to 83 per cent., are the same when reduced to our own money, or within ¼@½ per cent. of each other—less the occasional ¼@½ per cent. daily fluctuations between the three markets. 1. In London the quotation of 74 per cent. in sterling money, on the basis of 4 dollars, 44 cents, and 4 mills to the pound sterling. To this quotation should be added 9.23 per cent. to bring up the pound sterling to 4 dollars and 84 cents, its actual gold value—Custom House rule in the United States. The 74 per cent. includes the accumulated interest since November 1, 1866. 2. In Frankfort, 77 per cent. is on the basis of 2½ florins to the dollar, and to this is to be added the accumulated interest on the bonds since 1st of November. 3. In Paris the quotation is 83 per cent., on the rule of the Paris Bourse that the basis of the dealings in United States bonds shall be 5 francs to the dollar, whereas, the value of 5 francs here is less than a dollar, as the value of the pound sterling is greater here than on the London rule. As in London, the Paris quotation includes the accumulated interest.

—In mining shares the market was stronger in some respects. Copper Falls advanced from 23¼ on Friday to 25¼. Franklin sold at 25 buyer 60. Huron was again a little shaky, and sold down to 17¼. Pewabic sold at 20@19, and Quincy at 36¼ buyer 60.

The following were the closing prices for the principal mining shares: Bay State, 7@7¾; Canada, 55@60c; Concord, 2¾ offered; Copper Falls, 25@25¼; Franklin, 23½@25; Hancock, ass't paid, 8@8½; Humboldt, 1½@2; Huron, 17@17½; Mesnard, 2 asked; Minnesota, 9 offered; Petherick, 2½@3; Pewabic, 19 asked; Pittsburgh, ex div., 43 asked; Quincy, 35½@36; Rockland, 9¼ asked; South Side, 1½@1½; St. Clair, ass't paid, 5½ offered; Superior, 2¾ offered; Toltec, 1 offered; Winthrop, ½ offered. —*Boston Advertiser, Tuesday.*

PRODUCE AND GENERAL MARKETS

OFFICE OF THE PITTSBURGH COMMERCIAL, WEDNESDAY EVENING, March 20, 1867.

The general markets to-day were unusually active in nearly all branches of trade. The grain market was much excited, and the transactions were considerable. Sales of wheat and rye were made at advanced prices. In Chicago, according to the *Times* of Wednesday, the wheat speculators still meet with first class success in engineering prices upward, and on Monday they forced prices up some 4½c ℔ bushel, winter receipts of No. 3 having commanded $2 12½. Toward the close, however, there was a somewhat weaker feeling, and the market closed with buyers at $2 11, and sellers at $2 11½. No. 1 was somewhat better but rather quiet. We again advise our readers, says the *Times*, to be extremely cautious. The reports of a short supply may be realized and present prices sustained, but we fear the sudden formation of a powerful bear interest any day now, and one of the sharpest and swiftest reactions yet witnessed in this market. Be cautious. It is the merest game of chance to invest in wheat now. You may win and you may lose. In regard to flour, the same paper says: Almost at the opening of the market dealers advanced prices 15@25c ℔ barrel, which had the effect of materially checking the business of the day, which, with the feeling in the wheat market, would otherwise have been quite active. In some instances the advance was realized, but in many cases dealers, when they came to comprehend the extreme reluctance of buyers, relented and conceded Saturday's rates, at which most sales were effected.

The receipts in the Pittsburgh market, per river and railroad, since our last, were: 689 bbls flour; 129 bbls apples; 1,185 sacks corn; 578 sacks barley; 18 sks rye; 940 sacks oats, and 57 packages butter.

We quote the Pittsburgh market as follows, which are the wholesale prices, unless otherwise stated:

APPLES—We quote from store common to choice qualities $2 50@4 25 ℔ bbl, the latter figure for the best article. Sales of 25 bbls at $3 50 ℔ bbl reported.

BUTTER—There is a good demand for choice roll, which is in but limited supply. We note sales to-day of 8 half bbls roll at 30c; 4 packages at 35c; 10 packages at 32@35c; 4 bbls at 28@30c; 2 packages choice at 36c; 11 tubs prime at 38c; 7 bbls at 25@28c, and 12 bbls low grades at nominal prices, ranging from 15@25c ℔ lb, and 10 firkins, packed, at 18c ℔ lb.

BEANS—Sales of 6 bbls at from $2 65@3 00 ℔ bushel, for prime small white, noted.

CORN MEAL—Sales of 50 bushels corn meal from store at 90c ℔ bushel, reported.

EGGS—There has been no change in prices since our last, although the market has a drooping tendency. We note sales of 8 bbls at 21c and 17 bbls at 22c ℔ dozen.

DRIED FRUITS—Sales of apples at 9@9½c and 5 sacks peaches, halved, at 18c, reported.

FLOUR—The market has not undergone any change in prices since our last. Stocks in store are light, and some dealers have sold ahead of receipts. The demand is active. We quote good spring, $12 25@12 50, and choice, $12 75@13 00 ℔ bbl. Winter wheat flour ranges from $14@15, and fancy, $16 50@17 00 ℔ bbl. We note sales of the following brands, all to arrive: 200 bbls Desplaine's at $12 50; 100 bbls Jenkins's Lilly at $13, and 300 Emerald at $12 45 ℔ bbl. Also, 100 bbls of Snow Flake, in store, at $14 50 ℔ bbl, and 100 bbls Spring Amber Iowa at $12 30 ℔ bbl. We quote Rye Flour at $7 25 ℔ bbl, and Buckwheat Flour at $3 50 ℔ hundred.

GRAIN—The grain market has been considerably excited, and a general advance in prices effected. We note sales of 14 cars rye. 4,800 bushels, at $1 45; 1 car oats in Elevator, at 51c; 300 bushels from store at 53@55c; 1 car in Elevator at 52c, and 1 car on the track at 50c; 1 car prime shelled corn, in sacks, at 78c; 240 sacks ear corn, from store, at 75c; 300 bushels shelled, on wharf, at 76c; 100 bushels ear, from store, at 78c; 1 car No. 2 spring wheat at $2 70, and 1 car low grade winter wheat at $2 85 ℔ bushel. We quote barley, held in store, at $1 10@1 15 ℔ bushel for spring.

HAY—The receipts by country wagons continue light. Sales to-day of 7 wagon loads at the scales at $26@30, reported. Sales of baled on the wharf and on the track at $23@24 ℔ ton, reported.

ONIONS—The market is but poorly supplied. Sales from store at $3 50@3 75 ℔ bbl reported.

POTATOES—Sales of 30 bbls peach blows at $2 80 ℔ bbl. Sales of Jersey sweets at $5 75 ℔ bbl.

PROVISIONS—The market appears buoyant and active, and prices have an upward tendency. We note the following sales from first hands: 10,000 lbs shoulders at 10½c; 4,000 lbs sugar cured hams at 16c; 8,000 lbs sides at 11½c, and 2,000 lbs B. bacon at 16c reported.

LARD OIL—From first hands we quote the market active; sales of 20 bbls No. 1 at $1 10, and 10 bbls No. 2 at 90c ℔ gallon reported.

SORGHUM—We note sales of 2 bbls at 43c ℔ gallon.

Groceries.

Groceries are in better demand. Sugars stiff at our quotations. Choice coffee scarce, but a good supply of prime good on hand. It is thought that prices will not be lower, and in some descriptions of goods higher prices are anticipated.

COFFEE—The market is firm at the following quotations: Choice Rio, 27c; prime, 26c; good, 25c. Old Government Java coffee, 38c; Laguara 27c.

BROWN SUGARS—New Orleans, 14@15c; Porto Rico, 13@13½c; Cuba, 12@12½c; Hard, 16½c; A Coffee, 15½c; B, 15c; extra C, 14¾c.

MOLASSES—Orleans, 90@95c; Porto Rico, 75@80c; English Island, 80c.

SYRUP—Lovering's, $1 10; Booth & Edgar, 85c; Franklin, 80c. Other syrups range from 68 to 80c, as to quality.

TEAS—Young Hyson, 90c@$1 90; Imperial, $1 50@2 00; Gunpowder, $1 50@2 00; Oolong, 75c@$1 20.

FISH—No. 1 Shore Mackerel, $24 50 ℔ bbl, half do, $13 25; No. 1 Bay do, $22 50, half do, $12 25; No. 2 Mackerel, $19 50; No. 3 do, $16 50; White Fish, half bbl, $8 00; Labrador Herring, half bbl, $10; Lake Herring, $4 25.

RICE—Carolina, 11½@12c; Rangoon, 10½c.

SODA—Bi Carb, 10½c.

We condense from our latest exchanges the following review of markets in other cities:

CINCINNATI.

Butter—There has been a good inquiry for the best grades, and the supply of such being light, the market has been firm, and prices have advanced, closing at 30@32c ℔ lb for prime to choice yellow, in rolls. Fair to good is quoted at 20@27c, and low grades at 10@18c, as per quality.

Coal—There has been but little done in the large way, and prices afloat are almost nominal at 9c for Ohio River and 11c for Youghiogheny. At retail the rates are 16@18c for the latter, and 14@16c for the former.

Eggs—The market has been firm, with a fair demand. At the close, prime were held at 17@18c ℔ doz for prime.

Grease—The market has been quiet, with a fair demand at 8½c for brown; 8¾@9½c for yellow, and 9½@9¾c for white.

Hemp—The market has been quiet, with a fair demand at $25@260 ℔ ton for dew-rot Kentucky, and $340@350 for Missouri.

Oil—There is a fair business doing in Linseed at $1 42@1 43, but it would be difficult to obtain over $1 40 for round lots. Lard is still quoted at $1 20 for extra, and $1@1 05 for No. 1. Petroleum has been in fair request at 45@46c ℔ gallon for refined, duty paid.

Seed—There is a fair order and jobbing demand for Clover at $8 75@8 80 for prime. Timothy is dull and lower; prime would not bring over $3@3 10, but there is nothing doing, and prices are entirely nominal, as concessions would be necessary to effect sales to any extent. Flax is scarce and firm at $2 40@2 50.

Tallow—The market has been firm, but not active. We quote city rendered at 10¼c, and country do at 10@10¼c.

Whisky—There has been a good demand for bonded at 26c, but holders are contending for an advance of ½c. There is nothing doing in free.—*Commercial.*

PHILADELPHIA.

Groceries—Prices are without any material change, but we hear of no sales of either sugar or coffee worthy of notice.

Flour—There was less activity in the market on Monday, but holders are firm in their views. There is no demand for shipment, but a fair inquiry from the home consumers. Sales of a few hundred barrels, chiefly Northwest extra family, at $11@12 50, including Pennsylvania and Ohio do do, at $11 50@13 50; fancy at $14@16 50; extras at $9@10 50; and superfine at $8@8 75. 100 barrels rye flour sold at $7 37½.

Grain—Prime wheat continues scarce, and in demand at full prices. Sales of 1,500 bushels Pennsylvania red at $2 75@3 10; Southern do at $3@3 15; California at $3 15@3 20; and 500 bushels No 1 Milwaukee Spring at $2 85. Rye ranges from $1 35 to 1 40. Corn is in active request at an advance of 5@7c ℔ bushel. Sales of 5,000 bushels new yellow, afloat, at $1 12, and 2,000 bushels in store at $1 10. Oats are scarce and higher; sales at 3,000 bushels Pennsylvania at 65@67c. Nothing doing in barley or malt.

Seeds—Cloverseed continues scarce and in fair demand; 400 bushels fair to prime (new) sold at $8 25@9 00 ℔ 64 lbs. Timothy sells at from $3 50@3 65 ℔ bushel. Flaxseed sells on arrival at $3 20@3 25.

MILWAUKEE, WIS.

Special Correspondence of Pittsburgh Commercial.

MILWAUKEE, March 18, 1867.

During the last week the operations of "Change" have been characterized by much activity and firmness, while all grains and breadstuffs have been making an ascending scale in prices until they have reached unusual figures. The ambitious movements of wheat No. 2 (and we take that grade as our standard, there is so little No. 1 offered,) carried it up at one time to $2 25 ℔ bushel, but it settled back firmly, shaking off the speculative flight, to $2 23⅛ ℔ bushel, the figure to-day. This unusual price for wheat, large as it seems and is, seems to have established itself into a fixed thing, and we hardly look for much of a decrease in the figures until the next harvest east. Our receipts from the west have been light, and we can't expect much of an improvement in that direction. Flour has steadily followed in the wake of the parent seed, and is determined to keep up its associatien. The whole aspect of the market of this week has changed from that of the week preceding, and has substituted firmness and improvement for irregular fluctuations and instability. Each day has given us increasing figures, until to-day we may give the market firmly as follows: Good country double extras $11 25@11 50; city do at $12 00; extras at $10 50@11 00. These quotations will probably last for to-day, while new figures will be found to-morrow. Holders are not much disposed to part with their property at present figures, even at ruling prices. The same general remarks are applicable to all the markets, both of breadstuffs, grain and provisions. Mess pork at $24 00.

We are still struggling with the cental system, and it meets with the same apathetic indifference as to its active acceptance as elsewhere. Even upon the exhaustion of the old receipts given in bushels, it is a matter of no little doubt, that the new plan, which is intended to facilitate operations, will be utterly ignored, and the bushel plan adhered to.

MOWER, CHURCH & BELL,
Commission Merchants.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, WEDNESDAY, March 26, 1867.

Business yesterday was brisk. The sales wer large, particularly crude. As we have before noticed, prices have evidently touched the lowest figure. The receipts have fallen off. Yesterday nothing came in worth recording. The sales of crude were the largest we have reported for some time, amounting in the aggregate to over 20,000 bbls, as follows: 1,000 bbls bulk, to arrive, 40@46 gravity, 6½c; 136 bbls do, 42 gravity, 6½c; 700 bbls bulk, 6½c; sales 4,000 bbls bulk, first rise, 6½c; 1,000 bbls bulk on spot, 6½c; 1,000 bbls deliverable after April 15th, 6½c; 2,000 bbls, April delivery, 6½c, 1,000 bbls do April, 6½c; 3,000 do, to arrive, 6½c; 1,000 do, and 5,000 bbls to arrive, 6½c; sales 150 bbls West Virginia heavy oil, including packages, 16c.

REFINED OIL—The market was firm; sales 2,000 bonded; the terms were withheld; 500 bbls, August delivery at Philadelphia, 28½c, and 2,000 bbls standard white, Philadelphia; the terms were withheld.

TITUSVILLE.

The *Herald* of Monday reports the market firm, with an upward tendency, and with a slight advance from our previous quotations. Owing to a majority of the producers holding above the views of buyers, there was but an ordinary amount of activity. This move by the producers has been caused by the fact that there is at present but a comparatively small amount of oil at the wells. The demand remains good and is mostly for the Pittsburgh market. The New York and Cleveland buyers are, however, in to some extent. On Bennehoff Run an offer was made for 1,000 bbls of 47 gravity oil at $1 50 at the wells. The Benninghoff Oil Company refused $1 55 for 1,000 bbls of 48 gravity oil at the wells on Pioneer Run. The sales are 300 bbls delivered on the platform at Miller Farm for the New York Market, 42 gravity, at $1 85; 500 bbls on the Stevenson Farm, from the Lady Nora well for the Pittsburgh Market, 48 gravity, at $1 40 at the wells; 500 bbls, delivered on the platform at Miller Farm, for the New York market, 46 gravity, at $1 70; 100 bbls on Pioneer Run, for the New York market, by the Shoe and Leather Petroleum Company, 48 gravity, at $1 40 at the wells; 700 bbls at the wells near Petroleum Center, for the Pittsburgh market, 47 gravity, at $1 70; two car loads on Western Run, from the Webster wells, for the New York market, 45 gravity, at $1 80, delivered on the cars; 500 bbls on the McElhenny Farm, from the Sampson well, for the Pittsburgh market, 47 gravity, at $1 30 at the wells; 100 bbls, delivered on the platform at Miller, for the New York market, 47 gravity, at $1 57½; 500 bbls on Pioneer Run, by the Foster Farm Oil Company, for the New York market, on private terms.

PITTSBURGH DRY GOODS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, March 21, 1867.

Dry Goods Dealers complain of a lack of life and vitality in business this spring, and find sales slow. An occasional decline in some article, tend to establish a want of confidence, and buyers are purchasing only for immediate wants. Many goods are as cheap as before the war, and buyers who want goods cheaper are only wishing for the ruin of manufacturers. Credits are carefully scanned and a merchant who is unable to make satisfactory and prompt settlement cannot get goods at all on credit. Jobbers have been so much imposed upon, during the past month, that they now say to country merchants that goods will be sold only to parties who will pay promptly. Prices rule as follows:

Sheeting	19 @21½c
Bleached goods	10½@27½c
Delaines	23 @25 c
Hovey Prints	10½
Empire	11½
Wamsutta	13
Arnold	14½@15 c
Manchester	15 @15½c
Amoskeag	15½@16 c
American	16½
Richmond	16½

Jobbers in our city have a good stock, and can supply goods at ruling rates.

WEEKLY REVIEW OF THE PIG IRON AND BLOOM MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 21, 1867.

The market since our last was devoid of activity. Transactions were on a limited scale, as no compromise has yet been effected between puddlers and mill owners. The sales were barely sufficient to indicate prices. No improvement is expected until a compromise is effected. When that event will take place time only will determine. The only sales that came under our notice were as follows:

200	tons	Muck Bar	$76 00—cash
300	"	Muck Bar	76 00—cash
58	"	Charcoal Iron	$50 00—cash
39	"	Mahoning Valley Forge	45 00—4 mos
10	"	Anthracite No. 1 Foundry	52 00—cash
40	"	" No. 2 "	50 00—cash
50	"	" Forge	46 00—cash
30	"	Gray Coke Forge	45 00—cash
60	"	No. 3 Anthracite	45 50—4 mos

TRANSACTIONS IN BLOOM.

20	tons	Juniata Blooms	$110 00—4 mos
10	"	"	105 00—4 mos

LUMBER MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

Business is active, and prices firm, with a supply in the yards sufficient to meet all immediate demands. Rafts are arriving from the Allegheny River pine region. We quote yard prices as follows:

UNPLANED LUMBER.

Clear, ℔ M	$65 00
First Common	55 00
Second Common	33 00
Third Common	28 00
Sheeting	25 00
Hemlock Joists and Scantling	22 00

PLANED LUMBER.

First common, ℔ M	61 00
Clear	71 00
Flooring Boards	43 00
Partition Boards	50 00
Shelving on both sides	43 00
Shelving on one side	41 00
Plow and drop weatherboarding	43 00
Rabbeted weatherboarding	43 00
Half inch patent planed	28 00
Half inch patent unplaned	23 00
Twelve inch vertical, with strips	41 00
Oak and Yellow Pine flooring boards	55 00

SHINGLES AND LATH.

No. 1, 18-inch, sawed	8 50
No. 2, 18-inch, sawed	6 50
No. 1, 16-inch, shaved	7 50
Lath	5 00

LEATHER, HIDES AND OIL.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

We quote as follows the current prices:

LEATHER.

Oak sole, heavy	42@46c	Extra shaved h'r's	44c
Oak sole, middle and light	40c	Black bridle ℔ doz	$50@56
Rough oak, heavy	38@40c	Fair bridle, ℔ doz	$60@66
Rough oak, light	34@36c	Saddlers skirting	45@48c
Finished calf	$1 25@1 75	Shoe skirting	42@44c
Waxed upper, ℔ ft	23@26c	Red sole B. A	35@38c
Band leather	45@50c	Red sole Orinoco	31@33c
No. 1 oak harness	42c	No. 1 pad skins, ℔ doz	$7 50@8 50

HIDES.

Green salted heavy	13c	Green Calf	18@20c
Green salted, 50 to 60 lbs	12@12½c	Tanners' oil No. 1 ℔ gallon	$1 05@1 10
Green Butchers'	7@8c	Tallow No. 1	10c
Dry Flint	21@24c		

TIN, ROOFING, &c.

OFFICE PITTSBURGH DAILY COMMERCIAL, SATURDAY, March 23, 1867.

The following are the correct quotations:

I C 10x14	$14 50
I X 10x14	17 50
I XX 10x14	21 75
I C, 12x12	15 00
I X, 12x12	18 00
I C, 14x20	15 50
I X, 14x20	18 50
I XX, 14x20	23 00
I C, roofing, 14x20	14 50
I X, roofing, 14x20	17 50
Bar Tin, ℔ lb	32c
Pig Tin, ℔ lb	35c
Sheet Zinc	15c
Slab Spelter	12c

BROOM MARET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 32, 1867.

The demand is good. We quote as follows:

Shaker No. 1 per doze	$3 00
" " 2 " "	2 00
Hurl " 1 " "	5 00
" " 2 " "	4 00
Braid " 1 " "	4 50
" " 2 " "	4 00
Western Common	2 00
Broom Corn, prime, per ton	200 00
Broom Corn, common, per ton	140@160
Broom handles, per 1000	20@30
Swallow Brooms, per dozen	5 00

WRAPPING PAPER AND RAG MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

There is a good demand for Wrapping Paper. The quotations are as follows:

Cr. ℔ bdl	55c
Md. ℔ bdl	85c
D. C. ℔ bdl	$1 10

Rags in good demand at from 5@6c, as to quality.

FAMILY MARKET.

LIVING EXPENSES IN PITTSBURGH.

CAREFULLY REVISED EVERY WEDNESDAY.

OFFICE OF PITTSBURGH COMMERCIAL, WEDNESDAY, March 20, 1867.

The market continues to be generally well supplied with the articles of daily consumption, which we have classified under the head of Family Markets. We quote the retail price for first class articles as follows:

BREAD AND CRACKERS.

Wheat loaf, each	10	Dyspepsia Crackers ℔ lb	.15
Rye "	10	Cream " "	.40
Boston Crackers, ℔ lb	.15	Graham Wafer, ℔ lb	.16
Wine " "	.16	Milk Biscuit, "	.16
Soda " "	.13	Ginger Snaps, "	.20
Oyster " "	.13	Pilot Bread, "	.13
Water " "	.13	Almond Nuts, "	.22
Butter " "	.15	Cold Water Gr'hm "	.13
Sugar " "	.16	Cracker Meal "	.13
Graham " "	.15		

BUTTER, CHEESE AND EGGS.

Butter, print, ℔ lb	45@50	Cheese, com'n Ohio	16
" Prime Roll	40@45	Eggs, hen, ℔ doz	25
" Common	20@35	Dutch Cheese, ℔ doz	20
Pine Apple Cheese ℔ lb	40	Cheese, Goshen	25

FISH—FRESH.

Lake Salmon	15@18	Haddock	10@12
Mackinaw Trout ℔ lb	15	Cod Fish	12@15
White Fish	20	Eels, ℔ lb	25
Salt White Fish	20	Perch, ℔ lb	15
Black Bass	20	Salmon, ℔ lb	20
Suckers, ℔ lb	8@10	Halibut, ℔ lb	25
Cat Fish, ℔ lb	20@15	Herring	10
Shad, each	75@100		

FISH—DRY, SHELL, SMOKED, ETC.

Cod, dry, ℔ lb	10	Mackerel, No. 1 shore in kits	$4 00
Haddock, smoked, ℔ lb	25	Mackerel, No. 2 large	3 25
Halibut, smoked, ℔ lb	25	" No. 3 ℔ lb	10
Lobsters, 2½ lb cans, each	50	Oysters, half can	40@50
Fresh Cove and Spiced Oysters, ℔ can, 1 lb	30	" can	80@1 00
Fresh Cove and Spiced Oysters, ℔ can, 2 lb	50	White Fish, ℔ lb	12½
		Salmon, smoked, ℔ lb	40
		Salmon, pickled, ℔ lb	25
		Bloater Herring, ℔ doz	40

FLOUR, MEAL, &c.

Extra Family, ℔ bbl	$14 00 to 15 00	Corn Starch, ℔ paper	14
Extra Family, in bags	3 75	Farina, ℔ paper	20
Fancy flour, ℔ bbl	17 00	Hominy, ℔ lb	5
Self raising, ℔ 12 lb bag	1 65	Indian Meal, ℔ bush	1 20
Buckwheat Flour, ℔ lb	5	Oatmeal ℔ lb	9
		Samp "	8

FRUITS, NUTS, ETC, DRY.

Apples ℔ lb	12½	Prunes (eating)	50
Almonds	50 to 75	Pecans	40
Cocoa Nuts, each	20	Brazil Nuts	40
Raisins ℔ lb	20 to 25	Filberts	30
Peaches	20 to 25	Currants	20
English Walnuts	30	Dates	40
Peanuts ℔ qu	20	Figs	38 to 40
Driedcherries, ℔ lb	30	Citrons ℔ lb	50
Prunes (cooking)	25	Peaches, pared, ℔ lb	35

FRUITS—GREEN, CANNED; OILS, JELLIES, ETC.

Apples ℔ hf peck	15@25	Peaches, 3 lb cans	50
Lemons ℔ doz	50	Tomatoes 2½ lb cans	35
Green corn, Winslow's	45	Assorted Jellies in tumblers	35@50
Strawber's, 2½ lb cns	60	Pickles, in Jars	30, 50@50
Blackber's, " "	50	Ketchup, ℔ bottle	25@40
Pears, " "	50	Salad oil "	62@125
Sardines, ¼ bx	30	Sauces, "	50, 60, 75@100
" ½ bx	50	Honey, ℔ lb	40@50
Boneless do	70	Oranges, ℔ doz	30@50

GROCERIES.

Coffee, choice Rio ℔ lb	30	Candles, star ℔ lb	30
Roast Rio ℔ lb	35	" tallow	18@20
Java	40	Lard ℔ lb	16@18
Mocha	60	Rice, Island ℔ lb	10
Sugar, brown ℔ lb	12½	" S. Carolina	12½
" light	15@16	Salt, table ℔ bx	20
" crush'd and powdered	18	Soap, rosin ℔ lb	6@8
Molasses, Porto Rico, ℔ gal	80@1 00	Starch ℔ lb	10
Cuba	80@1 00	Macaroni, Italian ℔ lb	25
Sorghum	80@90	Do. American	20
Tea, Oolong, ℔ lb	1 00@1 50	Tapioca ℔ lb	25
Eng. Breakfast L. F.	1 50@1 75	Syrups, Stewart's	1 75
Eng. Souchong	1 00@1 50	" Lovering's	1 30
Young Hyson	1 50@2 00	" Common	1 00
Fongtai	1 50	Maple Sugar, granulated, ℔ lb	20
Imperial	2 00	Maple Sugar, in cakes, ℔ lb	40
Chocolate ℔ lb	60@70	New Maple Molasses ℔ gal	1 75@2 00
Soda ℔ lb	20		

MEATS—FRESH.

Sirloin, ex cut ℔ lb	20@25	Leg of Mutton, ℔ lb	15
Rib Roast, do ℔ lb	20@25	Fore Quarter, ℔ lb	10@12½
Round ℔ lb	18@20	Veal Cutlets, ex ℔ lb	25
Chuck Rib, ℔ lb	12@15	do do	20
Cross Rib, ℔ lb	10@12	Roast Veal, ℔ lb	15@20
Plate and Nvs	12	Stewing Veal, ℔ lb	12@15
Liver ℔ lb	5@8	Kidneys, each	10@15
Hearts, each	25	Tripe, each	50@75
Pork, ℔ lb	15	Sweet bread ℔ pair	15@20
Mutton Chops	15@20	Haslets (sheep) each	5
Suet, ℔ lb	12½@15	Calves heads, each	12@15
Liver Pudding	10		

MEATS—SALT, SMOKED, ETC.

Dried Beef, ℔ lb	25	Hogsh'd cheese, ℔ lb	15
Breakfast bacon	18	Tongues, smoked, each	75 to 1 00
Ham	17 to 18	Sausages, ℔ lb	20
Green Hams	15	Pigs feet, ℔ set	25 to 35
Shoulders	12½ to 15	Bologna	20 to 50
Sides, clear	16	Sliced Ham, ℔ lb	25
Corned Beef	10 to 15		

POULTRY AND GAME.

Geese, each	75 to 1 00	Dressed Ducks, ℔ pair	1 50 to 1 75
Dressed Chickens, per pair	1 00 to 1 50	Turkeys, each	1 50 to 3 00

SPICES OF A PURE QUALITY.

Cinnamon, ℔ lb	$1 00	Cayenne, ℔ lb	$1 00
Alspice, ℔ lb	60	Mace, ℔ lb	2 00
Ginger, ℔ lb	60	Nutmegs, ℔ lb	2 00
Cloves, ℔ lb	80	Mustard, ℔ lb	60
Pepper, ℔ lb	50	Jamaica Ginger, ℔ lb	75

SUNDRIES.

Brooms, each	25 to 50	Coal, ℔ bush	11 to 12½
Pickles, ℔ doz	20	Apple butter, ℔ qt	20 to 25
Baking Powders, ℔ paper	30 to 65	Canton Ginger, ℔ jar	3 00
Burnett's Extract, ℔ bottle	30 to 40	Spiced Salmon, ℔ can	2 25
Concentrated Lye, ℔ box	25	Blair's Liquid Rennet, ℔ bottle	35
Babbitt's Washing Powder, ℔ lb	15	Bed cords (Manilla), each	70
Milk, ℔ qt	12	Bed Cords (Hemp) each	50
Wooden Bkts, each	30 to 40	Wheaten Grits, (Heckers') ℔ pkg	25
Tubs, each	30 to 175	Saur Kraut, ℔ qt	10
Coal oil, ℔ qt	15	SchmearKase, ℔ qt	10
Mince meat, No. 1 ℔ lb	25	Cloth pins, 6 doz	25
Vinegar, ℔ gallon	25		

VEGETABLES.

Horse rad'sh, ℔ r't	5 to 10	Potatoes, ℔ bu	90 to 1 00
Onions, ℔ qr peck	10 to 15	Potatoes, ℔ half peck	15
Parsnips, ℔ bunch	5	Cabbage, ℔ head	3 to 10
Carrots, ℔ bunch	5	Parsley, ℔ bunch	5
Sweet potatoes ℔ qr peck	18 to 20	Shives, ℔ bunch	5
Turnips, ℔ hf peck	10	Celery, ℔ head	10 to 25
Beets, ℔ qr peck	10	Cranberries, ℔ qt	25 to 30
Soup beans, ℔ qt	8 to 12½		

IRON AND NAILS.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

PRICES FOR PUDDLED IRON.

Common Bar sizes	5
Horse Shoe	6½
Heavy Band	5¾@6½
Hoop and Light Band	6¾@10½
Round and Square	5¼@9
Sheet Iron, 10 to 17	7
" " 18 to 24	7½
" " 25 to 26	7¾
" " 27	8
Plate Iron	7
Flat Rails	5½@6
T. Rail, 15 and 20 lbs	5½@5¾
Nail Rods	11½

NAILS.

10d to 6d Nails, Fencing and Brads	$6 75	2d	9 00
8d and 9d	7 00	3d fine	9 00
6d and 7d	7 25	2d fine	10 00
4d and 5d	7 50	⅞ in lining	10 50
3d	8 00	Clinch	8 25
		Cut Spikes	7 00

Casing Nails—6d, $7 75; 8d, $7 50; 10d, $7 25; 12d, $7 25; 16d, $7 25.

Finishing Nails—6d, $8 25; 8d, $8 00; 10d, $7 75; 12d, $7 75; 16d, $7 75.

Barrel Nails—⅝ inch, $9 50; 1 inch, $8 75; 1¼ inch, $8 00; 1½ inch, $8 00; 1⅝ inch, $7 50.

Tobacco Nails—6d, $7 50; 8d; $7 25; 10d, $7 00.

ABATEMENT—12½c per keg off, in lots of 100 kegs and upwards.

TERMS—Note or acceptance at 60 days, with exchange on New York, or a discount of 3 per cent. for cash, if remitted on receipt of invoice. Payments to be made in New York Exchange, U. S. Treasury Note or their equivalent. No discount on bills of less amount than $50 dollars.

HEAVY HARDWARE.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The following are the card prices of Lewis, Oliver & Phillips, manufacturers:

Carriage Bolts.	℔ 100.
1¼ inch to 7 in long by ¼ inch diameter	$2 49 to 3 50
1½ inch to 8 inch long by 5-6 in diameter	2 80 to 5 30
1½ inch to 9 inch long by ⅜ in diameter	3 20 to 7 20
2 inch to 10 inch long by 7-16 in diameter	5 40 to 10 20
2 inch to 12 inch long by ½ in diameter	7 20 to 15 20
3 inch to 13 inch long by ⅝ in diameter	13 00 to 28 00
Tire Bolts.	℔ 100.
1¼ in to 4 in long by 3-16 and ¼ in diam't'r	$1 40 to 1 90
1½ in to 5 in long by 5-6 inch diameter	2 50 to 3 40
1¾ in to 5 in long by ⅜ inch diameter	3 20 to 4 40
3 in to 5½ in long by 7-16 inch diameter	5 30 to 6 95
3 in to 5½ in long by ½ inch diameter	6 60 to 8 60

The usual discount on Carriage and Tire Bolts to the trade.

Tuyere irons, Duck nest, per doz	$16 00
Do Common, ℔ lb	5c
Do Harrington's patent	$6 00 to 10 00
Hot pressed nuts, ¾ in to 1¼ in, ℔ lb	11
Do do smaller and larger proportionate	
Barge bolts, ℔ lb	6½ to 10c
Bridge bolts	6½ to 9c

Machine bolts at the usual list price. Thimble skeins and pipe boxes at standard list. Coach and lag screws at New England list, with same discount to the trade.

BOOT AND SHOE MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

We give the wholesale prices current, which will on comparison with the quotations given in Chicago, Cincinnati and other Western markets, be found considerably lower, showing the advantage of purchasing here. The prices are as follows:

Men's thick boots	$2 75@4 50
Men's pegged calf boots	3 00@6 00
Men's kip boots	3 00@4 50
Men's custom kip boots	4 00@5 00
Men's split kip boots	3 00@3 75
Men's wax brogans	1 50@2 00
Men's split brogans	1 25@1 75
Men's grain boots	3 00@5 00
Boy's thick boots	2 00@3 00
Boy's kip boots	2 00@3 00
Youth's kip boots	1 75@2 25
Youth's thick boots	1 25@2 25
Women's buff balmorals	1 25@2 00
Women's calf balmorals	1 37@2 25
Women's goat balmorals	1 50@2 50
Misses' goat balmorals	1 25@2 00
Misses' calf balmorals	1 25@1 87
Misses' buff balmorals	87@1 50
Children's buff and calf balmorals	57@1 12
Ladies' lasting Congress gaiters	1 00@3 00
Ladies' lasting balmorals	1 25@3 00
Ladies' goat, sewed	1 50@3 00
Ladies' glove kid, sewed	2 25@3 50
Women's rubber overshoes	90@90
Men's rubber overshoes	1 12@1 25

MANILLA, HEMP, AND TARRED CORDAGE, OAKUM, &c.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The market for goods, under this head, is firm. We quote the card prices as follows:

Manilla cordage	22½
Manilla cordage, 6 and 9 thread	23½
Hawser laid oil well rope	23½
American hackled hemp tarred cordage	22
American hemp rope	25
Houseline, marline, etc	28
Spun yarn	25
American hemp packing	20@25
Oakum, ℔ bale	$7 00
Sash and bell cords	45
Bed cords, Manilla, ℔ dozen. / Bed cords, hemp	$2 25, 4 00@6 00
No. 2, Flax Twine	℔ lb. 33
No. 3, do	40
No. 4, do	45
No. 5, do	53
No. 6, do	55
No. 7, do	57
No. 8, do	60
No. 10, do	68
Wrapping twine	25
Colored broom-sewing twine	45 to 55
Wool twine	25 to 30
Broom-tying twine	33
Carpet chain	30
Carpet chain colored	35

FRUIT MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The market is moderately active. The quotations for Foreign Fruits, &c., are as follows:

Green Corn, 2 lb cans	$3 75 to 4 00	Filberts, ℔ lb	16 to 18c
New Layer Raisins, ℔ box	$4 75 to 5 00	Naples Walnuts, ℔ lb	25c
New Bunch Raisins, ℔ box	$4 50 to 4 75	Brazil Nuts, ℔ lb	15c
Valencia Raisins ℔ lb	18@22c	Pecans, ℔ lb	26 to 28c
Oranges, ℔ box	$6 00	No. 1 Herring, ℔ box	65c
Seedless Raisins ℔ mat	$10 00	Sealed Herring ℔ box	85c
New Figs, ℔ lb	25@27c	Strawberries 2 lb cans ℔ doz	$5 25 to 5 50
Pears, 2 lb cans	$4 00 to 4 25	Pine Apples, 2 lb cans ℔ doz	$5 25
Lemons, new, ℔ box	$5 00 to 5 25	Peaches, 2 lb cans ℔ doz	$4 75 to 5 00
French Prunes, ℔ lb	18@18½c	Blackberries, 2 lb cans ℔ doz	$4 00 to 4 25
Turkey Prunes, ℔ lb	24c	Cherries, 2 lb cans, ℔ doz	$4 75
Bordeaux Almonds, ℔ lb	45c	Pickles in vinegar, extra quality ℔ 100	$1 15
Ivica Almonds, ℔ lb	38c	Pickles—2d quality	95c
Sicily Almonds, ℔ lb	35c	Green Apples, ℔ bbl	$2 50 to 4 25
French Walnuts, ℔ lb	18 to 20c	Peas, 2 lb cans	$2 75 to 4 25
Tomatoes, 2 lb cans	$2 50 to 2 75		

TOBACCO MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The following are the card prices:

Spun Roll	74@75	Ladies' Twist	$1 15@1 25
Union Twist	75@80	Rough & Ready	70@80
Flounders	75@80	Scotch Snuff	75@80
Tens	70	Copenh'n Snuff	80@85
Navy	68@70	Rappee Snuff	70@75
Young America	1 00@1 10	Cut and Dry	20@25
Diamond Twist	1 00@1 10	Black Fat	75@80
Six Twist	33@35		

PENNSYLVANIA CENTRAL STOCK YARDS.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, March 21st, 1867.

CATTLE—The market during the week was active, with a good jobbing demand. The offerings were light, and sales were of a limited description, being the smallest we have recorded for a long time. The sales for the past two weeks were as follows:

March 14—283 head	$5 75@7 75
March 21—197 head	4 80@7 70

Showing a large falling off in the amount sold.

HOGS—The market was very firm, with a good demand. The sales show a large increase and an advance in prices. The sales for the past two weeks were as follows:

March 14—3,856 head	$7 25@8 05
March 21—6,763 head	$7 12@8 30

Showing an increase of 2,907 head of the amount sold.

SHEEP—The market was very firm, with a good demand. The sales show a falling off only of 242 head. The sales for the past two weeks were as follows:

March 14—3,395 head	$6 70@7 50
March 21—3,153 head	$6 25@8 25

TRANSACTIONS IN CATTLE PER CWT.

Seller.	Purchaser.	No.	Weight.	Price
Crouter	S. Deatrich	5	5,500	$6 50
Werntz	Marshall	6	6,075	6 80
McCall	Marshall	9	8,900	7 00
Anderson	Hathway	35	35,250	6 70
Hedges & T.	Shambaugh	20	19,850	4 80
Sherrick	Shambaugh	17	18,625	7 40
Crist	Martin	34	38,350	7 35
McCloud	Wornz	15	19,515	7 37
Wornz	Mann	14	19,100	7 70
Coulter	Werntz	8	8,350	6 50
Clark	Ault	22	21,225	6 00
Dickerson	Shamborg	10	10,375	6 50
Dickerson	Shamborg	2	1,725	6 25

TRANSACTIONS IN SHEEP PER CWT. AND HEAD.

Sellers.	Purchasers.	No.	Weight.	Price.
Hedges & T.	J Lloyd	157	12,775	$7 50
L Potter	J Lloyd	164	12,695	6 25
L Potter	J Lloyd	81	6,850	8 00
W W Marshall	G Hesser	300	23,825	6 75
J S Kieser	G Hesser	87	6,440	6 00
W Coulter	G Hesser	115	9,850	7 50
Daniels	G Hesser	176	16,575	8 25
Erwin Higsy	G Hesser	479	46,180	8 00
H Downing	C Purcel	176	15,840	8 00
Wilson & Hart	Pidcock & E	180	15,975	8 25
R Frater	Pidcock & E	192	17,775	8 00
J Mairs	Pidcock & E	166	14,370	8 25
J Mairs	Pidcock & E	157	14,250	7 25
Herwin	Pidcock & E	191	17,515	8 25
M S Atkinson	Pidcock & E	185	16,535	7 50
J N Sharp	Pidcock & E	179	15,900	7 62
T P Pollock	B Tamer	11	975	7 75
W Blackwood	Pidcock & E	153	13,250	7 75
S Erwin	Pidcock & E	311	27,375	7 60
B S Phillips	A Deatrich	205	16,700	7 40
Hedges & T.	A Deatrich	314	25,895	7 60
B J Nores	J Rand	188	15,590	7 50
B Johnson	Pidcock & E	173	14,925	7 70
D Castelman	Pidcock & E	201	16,130	7 70
John Curwin	H Werntz	190	......	8 00
Downing	A G Hisser	420	40,555	8 00

TRANSACTIONS IN HOGS PER CWT.

Seller.	Purchaser.	No.	Weight.	Price.
W. Lafferty	Gilchrist & Co.	217	46,135	$7 90
H. Stahl	Gilchrist & Co.	53	8,975	7 75
Mr. Blackwood	Gilchrist & Co.	16	3,500	8 00
J. Kinkead	Gilchrist & Co.	81	12,675	7 75
J. W. Evans	Gilchrist & Co.	57	8,610	7 75
Gilchrist & Co	Pidcock & E	126	16,600	7 50
Gilchrist & Co	T. F. Orr	228	41,215	7 75
J. M. L. Luber	Pidcock & E	90	10,840	7 50
Gregg Powell	Pidcock & E	257	39,315	7 50
W. Lafferty	Pidcock & E	105	14,925	7 37
W. Spark	Pidcock & E	66	7,100	7 00
H. Martin	Pidcock & E	11	2,700	7 30
W. Coulter	Pidcock & E	21	3,225	7 37
C. M. Keys	Pidcock & E	31	7,800	8 30
Myers & Needy	G. Emerick	133	22,535	8 25
W. Lafferty	Singer & Im	35	814	7 70
W. Lafferty	Singer & Im	111	22,600	7 90
C. M. Keys	Singer & Im	48	9,060	7 85
Crouse & Emer'k	Singer & Im	55	11,625	8 12
Miller	Singer & Im	73	13,925	7 50
Hedges & Taylor	Singer & Im	178	20,500	7 20
Hedges & Taylor	Singer & Im	169	21,975	7 20
T. F. Orr	Singer & Im	111	22,750	8 12
Lafferty	Singer & Im	110	23,325	8 15
J. Morgan	Singer & Im	106	22,010	8 30
A. M. Quick	Pancost	20	2,540	8 15
S. Hoffman	Crouse & E	127	24,440	7 50
Lafferty	Crouse & E	96	23,515	8 15
Lafferty	Crouse & E	104	22,715	8 15
Lafferty	Crouse & E	93	23,215	8 10
R. M. Funk	Crouse & E	180	19,925	7 25
Cameron & C	Crouse & E	9	1,475	7 75
G. W. Farrow	Crouse & E	31	7,800	8 30
S. J. Jamison	Crouse & E	61	13,640	8 20
L. H. Phillips	C. M. Keys	99	22,025	8 20
C. N. Hand	C. M. Keys	133	22,965	7 50
M. S. Atkinson	C. M. Keys	4	655	7 85
J. Harkins	C. M. Keys	80	14,225	7 45
W. Lafferty	C. M. Keys	118	24,850	7 82
Fairall	C. M. Keys	31	7,800	7 87
C M Keys	Singer & Im	48	9,060	7 85
C M Keys	Singer & Im	96	20,040	8 15
C M Keys	T F Orr	14	1,510	7 00
C M Keys	T F Orr	41	5,000	6 87
G H Kilgore	Hedges	129	18,840	7 30
G H Gibson	Hedges	36	4,075	7 15
Singer & Imhoff	Hedges	124	15,600	7 15
J S Keiser	Hedges	149	22,165	7 25
W Gibson	Hedges	55	7,110	7 15
R M Funk	Hedges	142	20,575	7 40
T F Orr	Hedges	41	5,535	7 50
A Bahn	Hedges	75	12,725	7 50
L Potter	Hedges	58	10,400	7 50
A Moore	T F Orr	71	9,400	8 25
A M Quick	T F Orr	86	14,375	7 00
Crouse, Em & Co.	T F Orr	135	18,500	7 12
Crouse, Em & Co.	T F Orr	71	12,610	7 20
Hedges & Taylor	T F Orr	188	20,625	7 20
S J Tomason	T F Orr	67	8,875	7 85
G Emerick	T F Orr	135	18,500	8 30
Crouse, Em & Co.	T F Orr	26	3,875	7 62
W Gibson	T Hoffman	8	2,210	7 00
W Gibson	G H Kilgore	7	1,025	8 00
Hedges & Taylor	J Cliford	178	20,500	7 25

ALLEGHENY CATTLE MARKET.

OFFICE OF PITTSBURGH COMMERCIAL, THURSDAY, March 21, 1867.

CATTLE—The supply of cattle for some weeks has been restricted, the present week being no exception. The entire offerings reached 538 head. The principal portion of them were readily disposed of at an advance on last week's prices. The demand for retail lots was brisk, and that description advanced very materially. Eastern dealers were not on hand—this an unusual occurrence. The lowest sale reported this is week was at $6, being an advance over last week's figures of of $1 37 per cwt. The better qualities advanced 25c per cwt, of course the principal portion of the transactions were between the extremes. The sales for the past two weeks were as follows:

March 15	461	$4 62@8 25
March 21	538	6 00@8 50

Of the above sales 165 head were sold on terms that were not made public.

HOGS—The market remains inactive; beyond a few head disposed of for retailing purposes, there was nothing done. The season for large operations being over, prices have advanced 50c ℔ cwt. The following are the sales for the past two weeks:

March 14	350	$7 50@8 50
March 21	150	8 00@8 50

Being a falling off in the sales of 200 head.

SHEEP—The market during the week was very firm with a fair demand. The advance was the largest we have noted for a long time. The sales were small. Below are the sales and prices for the past two weeks:

March 14	540	$5 00@7 50
March 21	320	8 00@8 50

TRANSACTIONS IN CATTLE PER CWT.

Emerick & Co. sold 12 head at $6 00@8 00 per cwt.

Blackstock & Hazlewood sold 18 head of choice Illinois steers at $8 50 per cwt. The same firm sold in lots 43 head at $7 50@8 37 per cwt.

Glass & Lafferty sold 77 head in lots for self and other parties at $6 62, $7 25@7 75 per cwt.

Verner & Hartman sold 19 head at $7 00@7 50 per cwt.

George Shultz sold 19 head at $6 62 ℔ cwt.

R. C. Crum sold 7 head at $6 50@7 85 ℔ cwt.

Haas & Krouse sold 38 head at $7 50@8 75 ℔ cwt.

Greenwold & Kahn sold 86 head at $5 50@8 40 ℔ cwt.

Marks & Trowerman sold 75 head in lots at $6 25@8 50 ℔ cwt.

LIVE STOCK MARKETS.

CHICAGO.

The past week has been one of unusual activity in the cattle market, says the *Tribune*. The receipts were liberal, exceeding by nearly 2,000 head the receipts of the week before, but such has been the character of the demand that the supply has in no way proven excessive, but on the other hand has been barely sufficient to meet the legitimate wants of the trade. To drovers the week has been a highly prosperous one. Nearly all have realized a handsome profit, and the general feeling among this large class of operators is one of entire satisfaction. New York, Buffalo, Pittsburgh, Cleveland, Baltimore and Albany have each had representatives here, but the major portion of the offerings were taken up for Buffalo, Pittsburgh and Cleveland, at prices ranging from $6 00@6 75 for medium to fair grades; $7 00@7 75 for good to prime steers, and $8 00@8 25 for really choice bullocks, averaging 1,350 lbs and over; showing an advance of fully 50@75c ℔ 100 lbs, on the closing rates of last week. Though the great bulk of the arrivals have been taken on shipping account, the demand has by no means been confined to shipping grades. "Stockers" have been in good request throughout, and feeders from Western New York, Pennsylvania, Ohio and Indiana have picked up all desirable lots at a range of $5 25@6 00 for common to prime stock steers. Owing to the activity in the demand from other sources, the wants of feeders have not been fully met, notwithstanding the advance of 25@35c ℔ 100 lbs which they freely offered.

On Saturday the market was quiet, but more firm from the lack of stock with which to operate than from any disposition on the part of buyers. There were some 300 head in the sale pens, the bulk of which were taken up by the city butchers and yard speculators at $5@7 50 for common mixed lots, to good smooth shipping steers.

The market closes strong at an advance of 50@75c on fair to choice shipping steers, and 25@35c on common to medium stock. The following were the

CLOSING PRICES.

Extra Beeves—Fine, fat, well formed, 4 to 6 year old Steers, and averaging 1,200 lbs and upwards	$7 25@7 50
Prime Beeves—Good, well fatted, finely formed Steers, averaging from 1,000 to 1,200 lbs, at	6 75@7 00
Fair Grades—Fair Steers, in fair flesh, averaging 1,000@1,200 lbs, at	6 00@6 50
Medium class—Medium Steers and good Cows, fit for city slaughter, and averaging 800@1,000 lbs, at	5 75@6 25
Stock Cattle—Common cattle in decent flesh, averaging 800@1,000 lbs, at	5 00@5 87½
Inferior—Light and thin Cows and Steers, rough and coarse, averaging 725@850 lbs, at	4 00@4 75

Hogs—Saturday night also closed an active week in the hog market. Trade opened brisk on Monday, and holders were firm at the closing rates of the week before, but on Tuesday, owing in part to the large receipts, and partly to unfavorable advices from the East, prices receded 10@15c ℔ 100 lbs, but a reaction followed on Wednesday, and prices have crept steadily up, showing an advance to-night of 25@35c on the opening rates. The demand, as heretofore, was chiefly on shipping account, though packers have bought with more freedom than for the two or three weeks preceding this. The receipts number 14,411 head, and of these about 11,000 head were taken for shipment, leaving less than 3,500 head for packers and city butchers. The quality of the arrivals, though showing some improvement on that of the previous week, was far from being satisfactory.

On Saturday there was a fair demand, and the pens were cleared at $6 50@6 75 for common to prime lots, the market closing firm. The closing prices of the week, compared with the previous one, are as follows:

	This week.	Last week.
Good to choice	$7 25@7 65	$7 00@7 25
Medium to fair	6 90@7 00	6 65@6 85
Common	6 50@6 75	6 35@6 50

LOUISVILLE.

Cattle—At the Shelby House Yards the market was not so good as it was the previous week, or the receipts as heavy, and the butchers not buying as liberally, on account of Lent, which cuts their sales down considerably. The best quality brought 6½@6¾c; medium to good, 5½@6c, and the lower grades 3¾@4½c. At the Southern Stock Yards, owing to the high water and breaks on the roads, but little stock has arrived during the week. We quote beef cattle scarce, with but little demand except for butcher use. Best are worth from 6¾ to 7½c; medium from 5 to 6½c; rough and common from 4 to 5c. At the Bourbon Yards the supply of cattle during the week was very light, barely sufficient to meet the demand for home consumption. Prices are firm, but the market not active at 7½@7¾c for the best, 6½@6¾c for fair to good, 5½@6c for ordinary, and 4@5c for common and rough.

Hogs—The Shelby House market continues good, and the best grades are quoted at 6¾@7½c, and the lighter grades 6½c. At the Southern Stock Yards there were but few arrivals; demand good. Best butchers grades are worth from 7½ to 8c; medium from 6 to 7c. At the Bourbon Yards hogs were also scarce, and sold at 7½@7¾c gross for smooth, well-fatted averages, and 6¾@7¼c for fair to good.

PHILADELPHIA.

During the week ending Monday evening the arrivals and sales of beef cattle at the Avenue Drove Yard were small, only reaching about 1,100 head; the market in consequence was more active, and prices fully 1c ℔ lb higher. Extra Pennsylvania and Western steers selling at from 17@18½c ℔ lb, the latter rate for choice; fair to good do at 15@16½c, and common at from 13½@14½c ℔ lb, as to quality. The market closes very firm within the above range of prices.

Cows were unchanged; about 200 head sold at from $40@65 for springers, and $60@85 ℔ head for cow and calf, as to quality.

Sheep were scarce and in demand at an advance; about 5,000 head arrived and sold at the Avenue Drove Yard at from 8½@9c for good to prime fat sheep, and 8@8½c ℔ lb, gross, for common to fair, as to condition.

Hogs were also in demand at an advance; about 2,500 head arrived and sold at the Union and Avenue Drove Yards at from $10 50@11 50 ℔ 100 lbs net, the latter rate for prime corn fed.

CINCINNATI.

The supply of cattle at the Brighton Pens continues light, hardly equal to the demand, and prices rule firm at our previous quotations. The receipts for the week foot up 322 head. On Monday there were 275 head in the pens. The market was good, and all sold with the exception of a few Cherokee Cattle. A few shippers were on hand, but the butchers were the main buyers. We quote, for butchers' cattle, $5 to $5 50; medium, $5 75 to $6 25; extra, $6 50 to $7, and shipping, $7 25 to $7 50. Among the sales there were 130 head sold by Bennington & Ivers, salesmen, prices ranging from $6 50 to $7 25. At the Great Western Yards, on account of high waters, the receipts were very light, and prices advanced, beef cattle bringing 5½@6c gross, the latter figure being readily obtained for No. 1 shipping steers. At the Union stock yard the receipts of cattle for the past week were 575 head. We quote extra shipping cattle sold at 7½c; first quality butchers' cattle at 7c; fair quality cows and heifers at 6@6½c; common to inferior grade at 4½c.

Hogs—At the Brighton Pens the supply was light, with a good demand, and quick sales on arrival, at higher prices, the receipts for the week footing up to 816 head. Good hogs are scarce, and would sell at an advance. We quote, for light, $6 75@7, and good $7 25@7 50.

COVINGTON, KY.

Cattle—The sales during the past week amounted to 135 head, at the following figures for the different qualities: First quality, $7@7 25 ℔ 100 lbs; second quality, $6 25@6 75; third quality, $4 50@5 50; 66 of the above number were bought in the pens and shipped eastward. Prices during the past two or three weeks have varied but little, and receipts have been light. We may state in this connection, that it is thought the receipts of Kentucky stock of all kinds will be quite light for the next two months.

Hogs—Market quiet and supply light. The sales during the past week amounted to 103 head, at $6 50@7 25 ℔ 100 lbs gross, which figures are readily obtained.

GLASS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

We quote as follows, which is the uniform standard price throughout the United State, viz:

	2d quality.	1st quality.
6 by 8 to 8 by 10	$5 50	$6 50
8 by 11 to 10 by 15	6 00	7 00
11 by 14 to 12 by 18		8 00
13 by 18 to 16 by 24		8 50
18 by 22 to 18 by 30		10 00
20 by 30 to 24 by 30		12 00
24 by 30 to 24 by 36		13 00
25 by 36 to 30 by 44		15 00
30 by 45 to 32 by 46		16 00

DOUBLE THICK CHARGED BY DOUBLE ABOVE RATES.

All fractions of inches shall be counted as full inches, and all sizes not specified in the classification shall be charged according to bracket, indicated by greatest length or breadth.

WROUGHT IRON WELDED TUBES.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The following is the Manufacturers' Price List:

Size. Inside Diameter.	Price Per Ft.	Price per foot Galvanized.
⅛ inch Gas Pipe	9	....
¼ do	10	....
⅜ do	13	18
½ do	14	20
¾ do	18	25
1 do	26	34
1¼ do	33	40
1½ do	43	52
2 do	62	75
2½ do	1 12	1 35
3 do	1 62	1 90
3½ do	2 00	....
4 do	2 50	....
5 do	3 44	....

STEEL MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

The following are the current prices:

Best quality refined tool steel	19c
Machinery steel	15c
Cast spring steel	15c
German spring steel	15c
Blister steel	11½@17c
Cast plow steel	15c
German plow steel	13c

SOAP AND CANDLES.

OFFICE OF PITTSBURGH COMMERCIAL, SATURDAY, March 23, 1867.

We quote the market moderately active as the following quotations:

Chemical Olive, ℔ lb	10c	Rosin No. 2, ℔ lb	5c
Variegated Toi't "	18c	Castile, ℔ lb	13c
Palm, "	11c	Barber, ℔ doz	$3 00
Detersive, "	12c	Honey, ℔ doz	75c
German, "	13c	Dip and Mould Candles	15c
Opodeldock, "	15c	Star Candles	23c
Rosin No. 1, "	8c	Crystaline	20c

HOSTETTER'S STOMACH BITTERS.—MUSHROOM IMITATIONS.—Success is the "prevalent cradle" of innumerable humbugs. No sooner had HOSTETTER'S STOMACH BITTERS made their mark in the world than up sprang a host of imitations, and as the great restorative grew and spread, the pestiferous crop of poisonous mockeries thickened. But the true medicine has lived them down. One by one they have disappeared. When the bellows of puffery, which kept alive the feeble fire of their borrowed reputation, ceased to blow, they ceased to live, and thus they continue to come and go. Meanwhile, HOSTETTER'S BITTERS, the great protective and remedial tonic of the age, have progressed in popularity each succeeding year. Their success as a means of preventing and curing the diseases resulting from malaria, unwholesome water, and all unhealthy climatic influences, has been boundless; and as a remedy for Dyspepsia, Liver Complaint, Fever and Ague, General Weakness and Debility, and all complaints originating in Indigestion, they are now admitted to be superior to any other preparation ever advertised or prescribed. From the home market, to which a few years ago they were confined, their sale has been extended into every State in this Union, over the whole of South and Central America, Mexico, the West Indies, the Sandwich Islands, Australia, China and Japan. Home and foreign testimony show that HOSTETTER'S BITTERS are the most remarkable tonic and invigorant now before the world.

MARRIED:

WYNKOOP—HURLBUT—On Wednesday, March 20th, 1867, at the residence of Joseph Barbour, by the Rev. Wm. Preston, D.D., Mr. L. C. WYNKOOP, Forest county, Pa., to Miss SALLIE K. HURLBUT, Allegheny city. No cards.

MITCHELL—CARSON—At St. Louis, on the 5th inst., by Elder Alexander Proctor, ANDREW W. MITCHELL, Esq., and ELLA B. CARSON, both of St. Louis.

CRISWELL—BRADSHAW—On Tuesday evening, March 19, at the residence of the bride's father, Monterey street, Allegheny, by the Rev. J. B. Clark, WILLIAM CRISWELL and MATILDA BRADSHAW.

PETERS—CALHOUN—On Monday, March 18th, by the Rev. A. Clark, JOHN R. PETERS, of New York, to SUSAN M., daughter of Capt. Richard Calhoun, of Georgetown, Pa.

PRINCE—HILL—At New Castle, Pa., March 12, 1867, by the Rev. J. C. Schofield, Mr. JAMES E. PRINCE and Miss JENNIE E. HILL, eldest daughter of John Hill, Esq.

WATSON—MURDOCH—On Thursday, March 14, in the First U. P. Church of Pittsburgh, by Rev. William J. Reid, WILLIAM WATSON, Esq., of New Castle, and Miss ELLEN R. MURDOCH, of the former place.

MURDOCH—McWILLIAMS—At the residence of the bride's father, in East Liberty, by Rev. Wm. B. McIlvaine, assisted by Rev. John Gillespie, Mr. JOHN R. MURDOCH and Miss SUE A. McWILLIAMS, both of Allegheny county, Pa.

DIED:

MARKLE—At 5 o'clock, A. M., Friday, 15th instant, General JOSEPH MARKLE, in the 91st year of his age.

McKENNA—On Saturday evening, 16th instant, Mrs. REBECCA R. McKENNA, wife of John McKenna.

MILLIGAN—At Richmond, Indiana, on Tuesday, March 12th, ALEXANDER S. MILLIGAN.

LEASURE—On the 16th inst., at New Castle, Pa., in the 45th year of her age, Mrs. ISABEL W., wife of Col. Daniel Leasure.

AIKEN—On Tuesday morning, 19th inst., at 4 o'clock, THOS. CLARENCE, youngest son of Callie J. and David Aiken, Jr., aged 13 months and 20 days.

PITTSBURGH LIGHTNING ROD WORKS.

MUNSON'S COPPER TUBULAR

Lightning Rods, with Spiral Flanges.

This Rod has the power to carry off as much electricity as twenty common iron rods: in other words is equal to a solid bar of iron thirty inches in circumference. It does not rust; it cannot get out of order. It has received the first premiums at very many State and District Fairs and Institutes. It was never beaten in any contest. It has been recommended by several hundred Professors in the best Schools and Colleges in the United States, as the best Rod ever invented. In this list we may name Philotus Dean, Professor of Natural Sciences, Pittsburgh High School; George Woods, President Western University of Pennsylvania, and I. C. Pershing, President Pittsburgh Female College.

Among the hundreds of buildings upon which this Rod was erected within the past year in this vicinity we may mention the Locomotive Works; Banner Cotton Mill; Allegheny Flouring Mills; First Presbyterian Church of Allegheny; Second Ward School House, Pittsburgh; City Poor House, Pittsburgh; St. Bridget's Church, Pittsburgh, &c., &c. In the surrounding country many of these Rods have been erected on residences or public buildings. It may be examined on the Lutheran Church at Johnstown; on the Disciples Church at New Castle; on Dr. Reed's residence, Hickory; on residences of Esquire Jancey, Lawrenceville; E. M. Fulton, McKeesport; Wm. Ewing, Frankfort Springs; S. P. & J. N. Large, Elizabethtown; Col. Wm. Miller, Port Perry; P. Baker, Neville Island; J. Lockhart, Canonsburg; L. W. Lewis, Sharpsburg; J. F. Muller, Freedom, Friend Buxton, Bakerstown, &c., &c. This Rod is adopted by all who want Lightning Rods wherever it is introduced, and in an experience of ten years we have never known an instance of damage to a building protected by it, while many instances occur every year of damage to buildings upon which iron rods have been erected; so noticeable has this fact become in communities where attention is called to the subject, that we are almost daily called on to take down the iron rods and erect the Munson Copper Rod.

Price, 30 cents per foot and $3 for points on each rod. Our workmen will go to any part of the country without extra charge.

LOCKHART & CO.,
MANUFACTURERS,
Duquesne Way, below Hand St. Bridge,
PITTSBURGH, PA.

Orders for Rods may be left at our office, or at C. G. HUSSEY & CO.'S Copper Warehouse, No. 37 Fifth street.

JUST PUBLISHED.

NEW EDITION

REVISED AND ENLARGED.

WELLS'

Every Man His Own Lawyer

AND BUSINESS FORM BOOK.

A complete Guide in all matters of Law, and Business Negotiations for every State in the Union. With Legal Forms, and full Instructions for Proceeding, without Legal assistance, in Suits and Business transactions of every description.

Together with the different State Laws, concerning the Collection of Debts, Property exempt from Execution, Lien Laws, Usury, License to Sell Goods, Qualification of Voters, Limitation of Actions, &c.

Also, the General Bankrupt Law, with Forms and full instructions to enable the insolvent debtor to take full benefit of the Act without legal assistance.

Also, Pension Laws, with full instructions and forms to enable the Discharged Soldier or Sailor to procure Back Pay, Pensions, Bounties and all war claims.

Also, Patent Laws, with full instructions to inventors.

Also, Excise Laws, Stamp Duties, Postoffice and Custom House Regulations, the whole action of the Government in relation to Reconstruction, and the Freedmen, Constitution of the United States, with Amendments, State Seals, with descriptions, &c.

This work, prepared some years ago, was received with great favor by the public, attaining a larger sale, it is believed, than any work of the kind ever published. Lapse of time has brought material changes in the statutes of many of the States, the War has not only altered the Social condition of some of them, but has introduced the Internal Revenue System, National Banks, new Postoffice and Custom House Regulations, Amendments to the Constitution of the United States, Emancipation of Slaves, General Bankrupt Law, &c.

The subject of Pensions, Bounties and War Claims, has also assumed a new and greatly increased importance.

These numerous changes have led the publisher to make a new and thoroughly revised edition, re-producing the whole work, with special reference to making the work complete and reliable, without regard to expense. So critical and thorough has been this revision, that the most implicit reliance can be placed upon the work, as authority on all the subjects of which it treats.

Over two hundred and fifty pages new matter have been added to meet the requirements of the times.

The utility of such a work, no one will now question. The sale of hundreds of thousands of copies of the former editions, and the constant demand for it have settled that point. The professional man, the farmer, the mechanic, the merchant, the soldier, the sailor, each require a convenient, comprehensive and reliable work which will enable him to draw up any instrument in writing that may be required, in a legal form, which will furnish such legal information as is called for in the various avocations of life, a book that everybody will understand, and that will enable every man or woman to be his or her own lawyer.

There is no class of the community, male or female, who have, or expect to have, any property, or who have any rights or privileges which require protection, who will not be greatly benefitted and advantaged by the possession of this book. It will save them money, save them trouble, save them time, save them litigation and lawyers' fees; and give them that security which nobody can afford to be without.

12mo, 650 pages. Price, handsomely bound, $2 00. Sent, post paid, on receipt of price.

A good, reliable agent wanted in every town in the United States. Address BENJ. W. HITCHCOCK, Publisher, 14 Chambers street, New York; or

JOHN W. PITTOCK,

Bookseller, Stationer and Newsdealer, opp. Postoffice, Pittsburgh.

Papers giving this advertisement a conspicuous insertion will receive a copy of this work.

Weekly Commercial.

SATURDAY, MARCH 23, 1867.

TERMS:

One copy, per year $2 00
In clubs of twenty, per year 1 50
One copy gratis to the getter-up of the club.

☞ *The* DAILY COMMERCIAL *is circulated in all parts of the State, in Western Virginia, Ohio and the adjacent States, and without comparison, is the best advertising medium in Pittsburgh.*

☞ THE COMMERCIAL *gives the only complete reports of the local markets published, and is accepted as authority by dealers at home and in all the principal cities.*

☞ THE COMMERCIAL *is sold everywhere in the cars; and by News Dealers at all the principal points. Price five cents a copy.*

☞ THE COMMERCIAL *solicits local correspondence, giving events of interest, concisely written; also, of improvements, inventions and personal movements.*

☞ THE COMMERCIAL *is the only paper in Pittsburgh that uses the telegraph freely. Its special dispatches are from correspondents selected for their intelligence and reliability.*

SPEAKER HALL AND THE SO-CALLED FREE RAILROAD BILL.

In the columns of the COMMERCIAL to-day we give the remarks of the Hon. L. W. HALL "against the amendments made to the Free Railroad bill by the Railroad Committee of the Senate."

If we felt that the strictures we have passed on these amendments and on the course of Speaker HALL, in abandoning his opposition and finally voting for the bill and the amendments, required support or defense, this speech would be all we could desire. We were prompt to thank Speaker HALL for his opposition to the amendments, and for this speech, which is forcible and to the point, and we thank him now; but when he turned and voted for the bill, amendments and all, we did not, as we do not now, hesitate to say that he committed a blunder—nay more, was guilty of faithlessness to the very principle for which he had spoken so conclusively. We will not stop to inquire into his motives. Concede that they were good—that he spoke not as Solicitor of the Central Road, but as Representative of the people; when he came to vote finally on the bill, unpurged of all the enormities which he so eloquently portrayed, it must be conceded that he voted as Solicitor and not as Representative.

Speaker HALL says the "people of Pennsylvania are determined to have a Free Railroad Law;" but "do not want a railroad law so loaded down and clogged with restrictions that it will be impracticable even to construct a railroad under it." Speaker HALL, when he uttered these words, was opposing the bill *because, with the proposed amendments, it would be such a law as he described—"a law impracticable even to construct a railroad under."* AND YET IN THE END HE VOTED FOR THE BILL PRECISELY IN THIS SHAPE!

It is for this we condemn him. The bill, according to his own showing, was a disabling act, and nothing else. What sort of a Free Railroad man does he expect to pass for, after turning round and going for such an act? He says it was the best he could get. Is it not the very worst that could be made? For, what could be worse than a disabling act? It would have been simple duty and faithfulness to the Free Principle to vote to the end against the disabling act.

According to his showing the bill should have been entitled "*A bill to prevent the construction of railroads.*" That it did not read so made no difference, after it had been manipulated by the Pennsylvania Company, so as to make it so in fact. Did he vote for the title or for the substance of the bill?

Does Speaker HALL dream anybody is so obtuse as not to perceive the attitude in which he stands? What the Pennsylvania Railroad Company wanted was a disabling act; and according to his own showing, it was precisely that for which Speaker HALL voted. Nor has he attempted to give a reason for it. The people wanted an enabling act—a genuine Free Railroad Law. The bill, with the amendments, was not such a law, but a law, in the Speaker's own expressive language, "*that would be practically inoperative*" and a "*nullity.*" And yet, standing recorded for this "nullity," he claims to be a Free Railroad advocate still, and complains, when arraigned for deserting the Free Principle! Better would it have been for him had he opposed the Free Principle openly from the start, and been guilty of no false pretenses. What more could the most determined opponents of the Free Principle desire of Speaker HALL, or of any one, than his vote for this "practically inoperative" bill—this "nullity?" They desired of him just that vote, and they got it. Does he point to the fact that he opposed the amendments which made it "practically inoperative"—"a nullity?" If he does, he but convicts himself. Failing to defeat the amendments, his only duty was to vote against the bill to the end. Precisely to the extent the arguments of the Speaker were conclusive against the amendments, are they conclusive against his subsequent vote for the bill with the amendments inserted. If he does not comprehend this, then he has yet to take the first lesson in logic and is more to be pitied than condemned. In this instance the specious and utterly unsound plea of taking the best you can get, had a peculiarly harmful and aggravating tendency; and not a few believe it was so intended. The bill had yet to go to the House and thence to the Governor. It practically conceded the battle in the House and forestalled the action of the Governor, who has a distinct and independent duty to perform, and the people expect he will perform it on the principle of right and wrong. If the bill is right, and if it goes for the redemption of the pledges, he in common with the Speaker and every Republican Senator and Member gave to the people, he should sign it. If it is wrong and falsifies those pledges, then he should promptly veto it, as he doubtless will should it reach him. Truly, a new theory is it in legislation, that when fatal amendments are inserted in a bill, its friends, to prove their sincerity, have only to turn round and go for it. Such a thing may answer for the Solicitor, but not for the Representative.

It would be almost impossible to add anything to the reasons given by Speaker HALL in his speech, why the bill should not go upon the statute book. He examines it in detail, and his elucidation of what would be its practical working if passed into a law, furnishes as complete reasons why the bill should not pass the House, and why, if it does, Governor GEARY should withhold his approval, as could be framed. He shows the bill to be "unconstitutional" as well as "impracticable"—in a single word, as complete and aggravating a denial of the Free Principle as could be—a bill threatening lasting injury to the best interests of the State—one against which a thousand perfect reasons might be urged, while not one can be given for it.

And yet it was precisely for such a bill Speaker HALL voted, as "the best that could be got!" It was the Representative that spoke; but it was the Solicitor that voted. Read the speech and see if we are not right. The wonder is the publication of it was ever consented to. It will be found on the first page.

THE CONNELLSVILLE BILL.

The defeat of the Connellsville bill in the House, of course occasions no surprise. The vote in its favor was larger than we had reason to expect, considering that it was only the people on one side and the Pennsylvania Railroad Company on the other. That the bill should have failed by only eleven votes, is encouraging. When the Bogus Free Railroad Bill comes to a vote in the House, we are enco raged to hope it will fail; for strong as was the Connellsville bill, the Free Principle is stronger still. Both parties are pledged to it.

WHY the Legislature should refuse to pass a Free Railroad Law after the people—both parties being for it—have proclaimed for it, nobody in the Legislature has attempted to give a reason. Why the bogus concern is "the best that can be obtained" the people are curious to know. Who is it that prevents the Representatives from doing as they know they should, and as their constituents instructed them? What power is it that is greater than the people and the Legislature? What is the reason nothing better than the bogus bill—worse than which there could not well be—can be obtained? What hinders the Legislature from doing as it would? What influence is it that transforms it into a machine and makes men do that which they know is wrong?

We have looked at the debates, so far as there has been an opportunity, but we have found no answer to these questions—no explanantion—no attempt to frame an excuse even.

SHALL PENNSYLVANIA PARTICIPATE IN THE TRADE OF THE WEST?

A correspondent of the New York *Tribune* writes from the West as follows:

"Chicago is making immense struggles to secure connection and trade with Omaha, Denver, Salt Lake and San Francisco by the Pacific Railroad. The Michigan Southern Railroad has built a depot for this purpose, the most extensive on this continent. There is no subject of greater importance to New York City than this. The interests of New York and Chicago are closely united. The struggle for the vast trade of the other side of America lies between two lines—one extending from Kansas City to Saint Louis thence to Cincinnati and terminating at Baltimore and Philadelphia; the other from Omaha to Chicago thence to Toledo and Detroit and terminating at New York and Boston. The interest at stake exceeds $1,000,000,000."

What Chicago is struggling to obtain the Legislature of Pennsylvania is doing its best to drive away. All of the trade of the West that Philadelphia will get will be in spite of these efforts, to which she contributes. At the present time we have but one track to compete for the trade of the West. It is owned by a Monopoly which runs the Legislature as it does its own road. By this means the prospect of Pennsylvania participating in the internal commerce of the country, beyond what she now does, is extremely small. With an independent Legislature or a Free Railroad Law, within the next year hundreds of miles of new roads would be open or projected, and our just share of the trade of the Empire of the West would be secured. As it is, Pennsylvania lies inert, stretched across the internal commerce of the country, indifferent to the great problem which other States are putting forth all their energies to solve. Philadelphia has the same interest Chicago has in this; problem and yet she does nothing. Seemingly she is willing to see Baltimore, even, outstrip her, as she is fast doing in grasping the trade of the West. With friendly Legislation—with a Free Railroad law—new routes through the State, to say nothing of local roads, would be opened and there would be business enough for them all. But with the State, and every part of it, bound over to the Pennsylvania Company, Pennsylvania through her legislature, proclaims to the West that its millions of trade must expect from her no new facilities for reaching a market—that it must seek other routes and other markets.

STAND BY THE FREE RAILROAD PRINCIPLE.

Speaker HALL claims to be, and is laboring to make it so appear, the friend of a genuine Free Railroad Law—such a Law as the so-called Free Bill, which passed the Senate last week, is not. If he knows anything of the tone of public sentiment, he knows that the Bill as it stands does not suit the people, and *that they would prefer no law to the present bill.* Now if he and the rest who took the bill because it was the best they could get—when in fact it was the worst they could have—really want to serve the people and the Free Principle, when the bill reaches Governor GEARY, let them ask him to veto it.

The Senators who, under the lead of Solicitor HALL, voted for the bill on the plea that it was the best they could secure, must be convinced that it would be vastly better to have such a law off than on the statute book. Nothing is clearer than that the direct operation of it will be what the amendments were intended to make it, a bar to the construction of Railroads, and the virtual defeat of the Free Principle. The plea that its defects can be remedied, is a flimsy fallacy. Why place on the statute book a law that will prevent the construction of Railroads, if you really want a Free Law? If it must be removed, or amended so as to effect the purpose aimed at, why pass it at all? The practical effect of passing it under the specious and totally unsound plea of getting the best you can, will be to give the Pennsylvania Railroad Company the entire field until it is repealed or amended, —and this, we conclude, is the very thing at the bottom of the business. The Solicitor has proved himself a faithful agent and done his work well.

The case is simply this: the bill suits nobody but the Pennsylvania Railroad Company, from whom it proceeded. The friends of the Free Principle—the people—prefer by a great deal no law at all to this. However sincere Representatives were in voting for the bill, they manifestly secured the thanks of nobody but the Monopoly. They may yet retrieve the mistake, and do the State an immense service, by asking Governor GEARY to veto the bill. If it becomes a law, the State will be bound over until it is repealed or changed to what it originally was—a genuine Free Railroad Bill. Till then it will be abundantly manifest that what was said to be the best that could be obtained, is the very worst that could have been inflicted on the State.

We have assumed that the bill will reach Governor GEARY, to whom the people look with confidence for protection. We may be too fast. It has yet to pass the ordeal of the House. We trust the false idea of taking it because it is the best that can be had will not prevail there. Let the members who are for the Free Principle consult their constituents, and they will find that they prefer no law to this; that its defeat, under the circumstances, will be regarded by them a victory and that nobody will mourn over its loss but the Monopoly. We say, therefore, let the friends of the Free Principle in the House stand firm. If they cannot vote the bill down, let them carry the fight to the Executive Chamber, where they will find a man who will redeem the pledges on which he was elected.

THE MILITARY COMMANDERS.

The District commanders selected by the President under the Military Bill for the government of the South, are all right. To the First District, consisting of Virginia, General SCHOFIELD; to the Second District including North Carolina and South Carolina, General SICKLES; to the Third District, including Georgia, Florida and Alabama, General THOMAS; to the Forth District, including Arkansas and Mississippi, General ORD; and to the Fifth District, including Louisiana and Texas, General SHERIDAN.

Though tardy in making these selections, he should have the credit of having made good ones. General GRANT has issued the necessary order and the officers named have by this time entered on the practical administration of the Reconstruction Law.

WRITING from Harrisburg, Colonel MCCLURE says:

"The Senate passed the Free Railroad law last week in the freest sort of a manner—only four votes against it. It is a good law; a little stringent, but wholesome for a start. If it proves a barrier to progress as it is tried, it can be liberalized."

So says the Pennsylvania Railroad Company, its solicitors and employees in general, but so say not they who want to see competition in the building and running of railroads. There is under the sun nothing better made out than that the so-called free bill was amended by the managers of the Central Road so as to prevent the building of more roads, and to subserve their objects in general. It is creditable neither to a man's discernment nor sincerity to pretend otherwise.

THE Harrisburg *Telegraph*, laboring in the interest of the monopoly, is doing its best to make it appear that the Bogus Free Railroad Law was passed by the votes of such Senators as BILLINGFELT, WHITE, BROWN, of Mercer, TAYLOR and others, who voted for it under the mistaken idea that it was best to do so, because it was "the best they could get." The fact is, the bill would have passed, and did pass the Senate without their votes. The Central had votes enough any way, and only wanted the votes of these Senators to divide the responsibility of killing the Free Principle. To make it appear that the Senators named were the means of passing the bogus bill, is the labor of the Central managers now. It is, perhaps, what might have been expected, but it is not what in fairness is due. The *Telegraph* may persist in this outrage; and the more it does it, will those who consented to follow the Solicitor into the snare realize the gravity of the mistake in not voting square, and at all times against the bill.

FREE RAILROAD LAW WITH A VENGEANCE.

The second section of the Bogus Free Railroad Law—which *does not* apply to the Pennsylvania Railroad Company—provides that—

"The stockholders of all corporations organized under this act, shall be individually liable to the amount of their stock for the payment of wages of labor, materials furnished, right of way, property used and damages incurred, in the construction, maintenance and operation of their respective railways, that may be due and unpaid by the company for a period not exceeding six months; *Provided*, that demand for the same shall be made upon any stockholder or stockholders within the six months before mentioned."

It is not here nor anywhere in the act provided that creditors shall exhaust their remedy against the company before proceeding to collect from a stockholder; but however solvent and able to pay the Company may be, they may make demand of any stockholder and proceed to harrass and collect the amount due from him. It will be observed also that the stockholder is thus held for any claim, of whatever nature, and at all times; and all that the creditor need do is to select his man and make him pay. We think it extremely doubtful if any one of the gentlemen in the Legislature who voted for the bill would consent to hold a dollar's worth of stock under such a law. The section was placed in the bill at the instance of the managers of the Pennsylvania Railroad Company, for what purpose no one can seriously doubt.

Is there a man alive, who supposes that corporation would not resist to the last the application of the law to them? It is because the law, with this section in it, would operate to prevent the construction of railroads, we say is in no sense a Free Railroad Law, but the reverse. So long as such an enactment remained in force, the monopoly would be sure that competing enterprises would not be attempted. The power that was able to pass the law would be sufficient to prevent its repeal or amendment—except by an uprising of the people to rid themselves of the intolerable bondage.

But this is not the only section that is an outrage on the people and a denial of the Free Principle. Section Ten, after reciting how money may be borrowed, goes on to say:

"And in the event of a failure on the part of the directors to observe and keep in faith all and singular *the requirements of this act*, they shall be held individually liable in their persons and estates for any violation thereof or losses incurred thereby, and that all statutes of this Commonwealth limiting the liabilities of parties so offending, or right of action against them in actions of law, or in equity, be and the same are hereby repealed."

This, to say the least, is extremely "snaky." Did it read "the requirements of *this section*," it would have been clear enough that it was meant the Directors were to be held liable for the non-performance or misperformance of those things whereof the section treated, and of their official duty generally. While the Courts might construe the language so to mean, there is doubt enough about it to accomplish the object intended by the Solicitor or other Pennsylvania Railroad Manager who drew it, to wit: the rendering of the law totally in operative except in preventing capitalists engaging in the building of other Railroads in Pennsylvania.

It is so transparent that these and the other amendments were inserted in the law by the Pennsylvania Company solely to defeat the Free Principle, while the name would be retained, that any discussion on the subject is wholly useless. The managers of that company, when they speak candidly, admit this, and were the law made applicable to them, they would oppose it to the end.

THE retirement of the French from Mexico has had the effect of betraying, or perhaps of producing, a bad state of feeling between the Mexicans and them. The natives show a decided antipathy to the foreigners, not confining their offensive demonstrations to the French, but extending them to all outsiders, not excepting their dear friends from the United States. They say they have driven out the French and are able to drive out all other intruders—Americans as well as the rest. They seem to put on as many airs as some of our Southern brethren do, and, it must be confessed, with rather more reason. But the pompous boasting and swelling in either case resembles less the proud bearing of the lion as he clears the desert with the sweep of his royal eye, than the pole-cat equally *exclusive* by the sweep of its odorous tail.

THE Harrisburg *Telegraph* has "authority" for saying that Senator CAMERON did not go to Washington "to barter in JOHNSON's patronage;" that "he will vote for nominations only when he is convinced they will serve the highest public interests, but in no case will Senator CAMERON urge the application of any man for appointment to office in the gift of the President."

EX-GOVERNOR CURTIN sailed from New York for Havre on Saturday, intending to be absent, for the benefit of his health, four months. His family, in his absence, will reside in Philadelphia.

Aid for the Destitute Southerners.

A Response to the General Appeal.

A correspondent has sent us the following communication, enclosing five dollars. The appeal from the starving South for aid is an urgent one, and commends itself to the charitable and humane. All money sent to this office will be transmitted to the Southern Famine Relief Committee of New York. "Charity's" suggestion relative to a public meeting is commended:

To the Editor of the Commercial:

DEAR SIR: A number of gentlemen of my acquaintance are willing to subscribe towards relieving the widows and orphans of the South who are represented as in a destitute condition. Would it not be well to call a meeting and start a subscription? Enclosed is my contribution to start the matter. Please call attention at once to this important subject.

CHARITY.

Consul to Copenhagen.

The selection by the President of Charles Stewart to be Consul at Copenhagen, is one that reflects credit on the appointing power. Mr. Stewart is the son of the venerable Andrew Stewart, of Uniontown, Fayette county, in this State, whom we congratulate on this event. During the war he was Paymaster in the Navy, and whether on ship or shore followed the Union flag and defended the principles of the Republican party. As a piece of personal history, we will say, the part he took in the great Soldiers' and Sailors' Convention in Pittsburgh last fall cost him his commission. But for that act we are inclined to excuse the appointing power for the handsome manner it has treated Mr. Stewart in conferring upon him his new appointment. Mr. Stewart will be a worthy representative of our country at his new post of duty—the only Pennsylvanian who holds a similar position. We understand he will shortly leave with the view of entering on its duties.

THE story of the frightful things generated in the "waterfalls" by the warmth of the head, is pronounced nine parts hoax, the other part not much better, nevertheless destructive to the chignon trade. The idea was borrowed from England, where some doubt still remains whether there may not be something in it more than purchasers and wearers bargain for.

A CORRESPONDENT of the *Herald* avers that the Democrats are confident of carrying Connecticut by three thousand and of beating Barnum by seven hundred. While this is not so clear, it is unquestionably true that the contest will be a close one. The Republicans expect to carry the State.

EX-GOV. WM. F. JOHNSTON has been appointed principal deputy Collector of United States Internal Revenue, in the First Congressional District.

COLLECTOR OF TWENTY-THIRD DISTRICT.—The President has nominated Henry C. Whitten to be Collector of the Twenty-third District of Pennsylvania.

GENERAL INTELLIGENCE.

The New York *Shipping List* says: Financial circles betray a feeling of nervousness, consequent upon the disposition of Congress to push the impeachment question to an issue. The contraction of five millions of greenback currency, too, as shown in the March statement of the public debt, has a tendency to render capitalists a little more cautious.

The United States Marshal for the district of Wisconsin sold at public auction, on Saturday last, the railroad formerly known as the eastern division of the La Crosse and Milwaukee Railroad for the sum of $100,920. It was bid off by the Milwaukee and St. Paul Railway Company. The sale was made subject to liens and incumbrances, amounting to $2,893,105 and interest.

A young lady in the New Orleans Museum mho goes into the lion's den, put to much pomatum on her hair. The unctuous odor excited the lion's appetite, and when she stooped to let him jump over her, according to the programme, the sagacious beast bit off her waterfall.

In New York the leaders of the Fenian organizations are profiting by the recent news from Europe to renew their cause, and raise money for the "men in the gap." Subscriptions are once more flowing into their coffers from individuals and from trade societies.

The Vigilance Committees acting for the citizens of Mansfield, Ohio, continue their operations against the thieves and bad characters who infest that place. A meeting of citizens to sustain the Committee has been held, and the inhabitants of Belleville have gone at it. If nothing else happens, Mansfield is likely to gain an undesirable notoriety.

At St. Albans, Vermont, a liquor seller, brought before the courts, urged in defense that he had so reduced his whisky by water that a man could not get drunk on it. He came near proving his case, but unfortunately for him, in an unguarded moment he had sold one glass of unadulterated whisky, and a fine was the consequence.

A duchess in Paris, whose infant had, when newly born, been sent into the country to nurse, recently sent for the boy, when he was four years old. Walking out with the little fellow she was amazed to hear him exclaim: "There, mamma, is a good house," and running from her into the courtyard he took off his cap and began to sing. The unfortunate little duke had been trained by his nurse to beg as a ballad singer.

Says a Paris letter: I regret to say that the Parisians are doing all in their power to deter strangers from coming among them by their extortions. A few compliances with their exorbitant demands, such as 1,800 or 2,000 francs per month for an apartment, which I heard recently to have been given, have created most exaggerated expectations as to lodgings, while provisions of every kind are being forced up to famine prices without the slightest necessity, or any legitimate excuse.

The slaughter among dogs in Chicago for the past few days has been fearful. Up to Wednesday morning about 1,300 dog carcasses had been carried out of town and buried, and it is estimated that full 600 more are lying around the streets.

One thousand French deserted on the march of the army from the capital to Puebla, a distance of but thirty leagues. As most of these men joined the liberals, a fine opportunity will some day or other offer for retaliation by the imperialists.

A letter from Mexico says: The hatred which the Mexican entertains for the French has extended to all foreigners alike, Americans as well as others. The Mexican arrogates to himself that he has driven away the French and can drive away all other people who dare invade them. Both parties here have the same feeling in this particular. They desire no intervention.

The whisky makers can more easily cheat the Government of its taxes by using molasses instead of corn or wheat in their manufactures, and they are buying it up extensively in all the large markets. The sales of molasses at New York have averaged 1,000 hogsheads a day for more than a week.

Mr. Whitworth, of the Whitworth gun, writes to the London *Times* that a long course of experiments to determine the best form and best material for the penetration of different substances has convinced him that the flat fronted form was superior to all others for the penetration of armor-plating at various angles, and that it was the only form that would penetrate through water. This shell should be made of sound, well tempered steel.

An uncommonly powerful locomotive is now in process of construction at the works of the Camden and Amboy Company, at Bordentown. It is a ten-wheel engine, having six drivers, four and a half feet in diameter. Diameter of cylinder, seventeen inches; length of stroke, twenty-four inches. This engine will be completed in a short time, and will be used in drawing coal trains through from Easton to South Amboy. It is thought that she will have sufficient power to draw a train of one hundred cars, loaded with coal.

It is reported that a diamond of immense value was found in Tippecanoe river, near Monticello, Indiana, last week. The value of the precious stone was estimated at $250,000. Subsequent investigation reduced it to $25,000, and a later and more scientific observation places the figures at $16,300.

A good deal of excitement is being manifested in the Territories of Colorado and Dakotah, in reference to the contemplated explorations of the Black Hills, in which it is thought there are rich deposits of gold. A party of men were prospecting among the Black Hills last summer, but were driven off by Indians. They, however, discovered a vast bed of iron ore, samples of which they took to Denver. A large exploring party is about to start for the Black Hills, prepared to pass the summer in prospecting.

The Memphis city government lately advertised for proposals for laying the Nicholson pavement. A Chicago firm made the lowest bids, but the Aldermen declare that no Yankee shall have the contract.

An English journal says: "At no time since the Russian war, has the establishment of Woolwich Arsenal been more actively engaged than at present, notwithstanding the numerous new resources of improved machinery and mechanism which have advanced with the time."

Says a New York letter: Novelty upon novelty is announced at the Ritualist Church of St. Albans. The newest is a penitential service, every Wednesday evening, when the lights are extinguished on the altar, the *miserere* sung, and various other picturesque peculiarities are indulged in.

A New England paper discussing etiquette in church, well says, that it would be more becoming for persons sitting at the head of a pew to move along and give seats to ladies than to disturb the audience by filing out and filing back.

Table Rock, Niagara Falls, has been blown away by order of the town of Clifton. Unnumbered newspaper men will thank the citizens of Clifton for finally removing this unfortunate "Rock." It has been falling away and changing its contour for a dozen years or more, every change compelling a fresh description.

The opening of the Chicago tunnel is to be celebrated on St. Patrick's Day, on which account it has been suggested it should be called "St. Patrick's tunnel." With a little old rye added, this would do.

We hear that a Radical daily, with ample capital, will soon start in Louisville, Ky. The *Colored Kentuckian*, managed by three colored men, J. P. Samson, P. H. Murray and Rev. Dr. Butler, has started here as a weekly. The Lexington *Statesman* and Maysville *Republican*, new Radical dailies, promise very well.

The Special Claims Commission of the War Department, composed of Gens. Canby, Holt and Hunter, have stricken from the list, nearly two hundred claims as being barred by the act ordering no settlement of any claims for damages arising from the operations of armies within the limits of the rebel States.

Hog cholera prevails to a considerable extent in various parts of Illinois. A letter from St. Clair county says that "although the cholera is not as fatal as it was two years ago, yet it causes serious loss. There is hardly a farmer in this section but what loses from one to five a day from this cause. The cholera also prevails among the chickens and turkeys."

Chicago is still maintaining its reputation for the criminal facility with which divorces are obtained. Eight cases were disposed of on the 7th. Six decrees of divorce were obtained; one was dismissed and one referred to a Master in Chancery for further hearing. The "social evil" is on the increase in Chicago in more forms than one. This and the liquor traffic, which is carried on by 2,000 saloons, are producing great and wide-spread demoralization.

One of the circus riders at Robinson's circus, in Chicago, on a wager, rode one of the circus horses from the bottom to the top of the circular stairs leading to the dome on the Court House. The dome is one hundred feet from the landing. The stairs are not more than four feet wide, and the banisters not more than three feet high. The daring performance attracted a large crowd.

Two brothers, named Jacob and Johnston Barnock, men of high standing and fine education, residing at Larcoxie, Mo., between whom a bitter feud had existed for a long time, met a few days since near the residence of the latter, both heavily armed, when a desperate fight ensued, lasting for several minutes. Both finally fell to the ground from sheer exhaustion. Some neighbors passing along shortly after found the elder brother, Jacob, dead, and the younger so badly mangled that he cannot survive.

It is not "a mere newspaper story" that the outcry about the crawling chignous is spoiling that particular branch of business in New York. The Broadway shops that deal in them have not had a customer for days, and in more than one case orders have been issued to stop the manufacture of them. The importation of the raw material also will, probably, exhibit a sudden falling off.

It is stated that Gen. Fremont has bought, and will finish and equip at once, the Memphis and Little Rock road. From Memphis, through Arkansas and Texas to El Paso, the whole line will be rapidly finished.

FORTIETH CONGRESS.

WASHINGTON, March 14, 1867.

SENATE.

Mr. RAMSAY, from the Committee on Postoffices and Post Roads, reported back favorably the bill authorizing the Atlantic Telegraph Company of New York to make soundings and lay a cable on the American coast, to connect with the French coast. Also, a bill to declare certain bridges across the Missouri river public highways.

House bill to suspend the law of last session for the relief of the heirs of John Bouligny, was referred to the Committee on Private Land Claims.

Mr. FESSENDEN from the Committee on Public Buildings and Grounds, reported a bill to provide in part for the extension of the Capitol grounds. It appropriates $20,000 for the purpose of grading and filling up the grounds. Passed.

Mr. VAN WINKLE introduced a resolution instructing the Committee on Pensions to inquire as to the expediency of putting pensions granted by special acts of Congress on the same footing as those granted under the general laws. Adopted.

Mr. POMEROY introduced a bill authorizing the Postmaster General to contract with the Commercial Navigation Company for the weekly transportation of European and Foreign Mails between New York and Bremen, touching at Southampton, and authorizing the guarantee on behalf of the United States of bonds of said company, to an amount not exceeding $3,500,000; the Company to fit out within one year, seven first-class ships for the service named; the bonds to be issued upon completion of the same, but not to a greater amount than 50 per cent. of the value of each respectively; the compensation of the company for the service rendered, not to exceed in amount the whole sum received for postage on letters, newspapers, etc., transported. Referred to the Committee on Postofficesr.

Mr. FESSENDEN reported, from the Committee on Public Buildings and Grounds, adversely on the joint resolution of Mr. Wilson, prohibiting the use of liquor in the capitol, but presented an amendment to the joint resolution providing that no liquor be offered for sale or kept within the capitol or any room connected therewith, or on the public grounds adjacent; and the sergeants-at-arms of the two Houses shall enforce the provisions, and an officer or employee who shall violate the rule shall be dismissed from office.

Mr. CONNESS introduced a bill granting lands to aid in the construction of a canal from some point in Tenhama or Colusa county, to a point on the Sacramento river, in Solona county, California. Referred to the Committee on Public Lands.

Mr. RAMSEY introduced a bill authorizing the Southern Pacific Railroad Company to extend the road westward through the Territories of New Mexico and Arizona to the eastern boundary line of California, and with the consent of the State, through the same to the Pacific Ocean; said company to be entitled to all privileges, grant of lands, loans of bonds, &c., as granted to the Union Pacific Railroad Company. Referred to the Committee on Pacific Road.

Mr. TRUMBULL called up the supplementary reconstruction bill, which was read at length.

Mr. DRAKE said he had several amendments to offer. The first was to insert in the fifth section a provision that at the election provided for in the preceding sections, the registered voters of each State shall vote on the question of holding a State Convention, and forming a constitution. Those in favor of the convention shall have written or printed on their ballots "for a convention;" those opposed shall have "against a convention" written or printed on their ballots. The persons appointed to superintend elections shall make returns of votes for and against. The commanding General to whom the same shall be returned shall ascertain the total vote, and if a majority of the whole number of those in any State shall have voted for such convention, it shall be held; if a majority shall have voted against a convention, no such convention shall be held.

Mr. DRAKE said he did not like the provisions of the bill as reported on the subject. He did not think the individuals elected as members of the convention should have it in their power to make an official expression to what they choose to declare to be the wishes of the people, but that the people themselves should by their votes directly declare their wishes on that subject.

Mr. TRUMBULL said the Judiciary Committee had considered a proposition similar to that now introduced by Mr. Drake, but had considered it was best as now. Frauds were effectually guarded against by the provisions that the Constitution must be ratified by a majority of the registered voters. He hoped the bill would be passed as it came from the Judiciary Committee. If many amendments were adopted, it would be incongruous.

Mr. DRAKE replied, arguing the necessity for guarding the Southern people against the possibility of betrayal into the adoption of a constitution against their wishes. The very men who had misled this people during the last six years, are now ready to mislead them again.

Mr. HOWARD supported the amendment as necessary to get a full expression of the popular vote.

Mr. FESSENDEN favored and Mr. FRELINGHUYSEN opposed the amendment.

Mr. MORTON was opposed to submitting the question of a convention or no convention to the rebels at all in the beginning. If two-thirds of the lawful voters of the South were not in favor of a convention, let them all stay at home; but let them not be able to defeat the work of reconstruction; let a convention be held and a constitution framed. It is quite enough for them to have a voice in the ratification of the constitution after it is framed.

Mr. HOWARD contended for the right of Congress at such time and in such manner as it saw fit, to restore the rebel States. He was not in such a hurry to complete this work as to admit a State without a clear and fair expression of the will of the majority of its citizens. A minority government could not exist in this country, and if any State contained a majority opposed to returning to the Union, he was for keeping it out till doomsday, or until its people repented in dirt and ashes of their crimes.

After further debate, the amendment was rejected, 17 against 27.

YEAS.

Cameron,	Harlan,	Morrill, of Vt.;
Chandler,	Howard,	Patterson, N.H.;
Drake,	Howe,	Sumner,
Ferry,	Morgan,	Thayer,
Fessenden,	Morrill, of Me.;	Wade.
Fowler,		

NAYS.

Anthony,	Doolittle,	Ross,
Buckalew,	Frelinghuyson,	Sherman,
Cole,	Grimes,	Sprague,
Conkling,	Henderson,	Stewart,
Conness,	Hendricks,	Trumbull,
Corbett,	Johnson,	Van Winkle,
Cragin,	Morton,	Williams,
Davis,	Patterson, Tenn;	Yates.
Dixon,	Ramsey,	

Mr. DRAKE moved to amend the fourth section by adding the following:

Provided, That no such Constitution shall be considered as entitling the State for which it is framed to such representation unless it provides that in all elections for State, county or municipal officers, the electors shall vote by closed ballot, and such mode of voting shall never be changed without the assent of Congress.

A debate of some length followed during which Mr. DRAKE expressed the belief that Congress has a right to thrust out Senators and representatives when a State formed a Constitution with this provision in it, and afterwards violated it.

Mr. MORTON said he would vote for Mr. Drake's amendment if the clause referring to the future were omitted, and provided simply that voting by closed ballot shall be provided for in the Constitution. He believed it very important that the voting should be by closed ballot, but doubted the right of Congress to impose a condition of this kind, which should be binding in the future.

Mr. HENDERSON spoke against the amendment.

After further debate, and without action, the Senate went into executive session, and afterwards adjourned.

HOUSE OF REPRESENTATIVES.

Mr. COVODE asked leave to offer a resolution reciting that charges of irregularities in the Treasury department have been made through the press and in the House, and that such statements are calculated to cause great uneasiness in the country, and providing for the appointment of a select committee to investigate All such charges, and report to the House the present outstanding Government indebtedness as represented by currency, bonds, compound interest notes, and other promises to pay; the deficiencies exhibited by the books and accounts; the amounts of over issues, if any, whether compound interest notes and other promises to pay; whether coupons on duplicated bonds have been presented, if so, what amount of such have been redeemed, and to inquire into other irregularities.

Mr. CHANDLER objected, as the clause was too indefinite, and opened up too wide a field of inquiry.

Mr. COVODE gave notice that he would on Monday move to suspend the rules so as to offer the resolution.

Mr. JULIAN introduced a bill to fix the time for election of Representatives and delegates in Congress, and a bill to constitute eight hours as a day's work for all mechanics and laborers employed by or on behalf of the Government. Referred to the Judiciary.

Mr. HOLMAN desired to have the latter bill put on its final passage now, but Mr. STEVENS objected.

FERNANDO WOOD presented a petition of Mayor Hoffman and citizens of New York, asking the extension of the same privilege to sailors honorably discharged as are now extended by law to soldiers.

The SPEAKER presented the reply of the Congressional printer to the inquiry contained in a resolution of March 11, respecting the purchase of printing paper.

Mr. SCOFIELD offered a resolution instructing the Committee on Elections to report whether Mr. Hunt or Mr. Chillicott, claiming as delegates from Colorado, is *prima facia* entitled to the seat.

Mr. RANDALL moved that when the House adjourn to-day, it adjourn to meet on Monday. Negatived.

Adjourned.

WASHINGTON, March 15, 1867.

SENATE.

On motion of Mr. GRIMES, the Senate, after some debate, agreed to hold an evening session to-day.

The concurrent resolution to amend one of the joint rules prohibiting the sale or introduction of malt or spirituous liquors into the Capitol building, was adopted.

Mr. MORTON presented a resolution of the Indiana Legislature in favor of equalization of bounties. Referred to the Military Committee.

Mr. CHANDLER reported from the Committee on Commerce a bill to amend the ninth section of the act further to protect lives of passengers on steamboats, &c., so as to exempt steamboats from being compelled to carry friction matches in iron safes. Passed.

Mr. HENDERSON asked for a committee to investigate the conduct of the Printing Bureau of the Treasury Department, to consist of five instead of three members.

Mr. SHERMAN spoke in favor of a joint committee. He was authorized to say there had been no duplication of United States bonds, in all cases of presumed duplication; nothing was discovered but the erroneous stamping, some numbers having been placed on two bonds. The amount thus erroneously stamped was $16,000.

Pending consideration of the motion, the morning hour expired.

Mr. POMEROY introduced a bill to secure the speedy construction of the Union Pacific Railroad, Southern branch, and Telegraph line, and authorizing the Secretary of the Treasury to guarantee the bonds of the Company, &c., being the bill of last session revived.

Mr. POMEROY introduced the bill of last session granting lands to aid in the construction of a railroad and telegraph line from Lawrence, Kansas, to the boundary line between the United States and Mexico, in the direction of Guaymas. Referred to the Committee on Pacific Road.

Mr. COLE introduced a bill providing that in lieu of the appointment of special agents of the Postoffice Department for the Pacific States and Territories, there shall be appointed a superintendent of postal affairs for that district, who shall superintend the postal affairs of the same.

Mr. MORGAN introduced a bill providing that nothing contained in the acts for the preservation of neutral relations of the United States be construed to render it illegal to sell or charter any vessel built within the United States, and purchased from the United States, to any Government then at peace with the United States, or to any subject thereof, though such vessel be prepared for war, provided that such sale or charter be a commercial transaction, and no intent on the part of seller to participate in any hostile act of the purchaser. It provides that all penalties incurred under the acts referred to shall be disposed of in accordance with the act regulating the disposition of penalties incurred under the laws relating to customs, approved February 28, 1867. Referred to the Committee on Foreign Relations.

Mr. PATTERSON introduced a resolution instructing the Committee on Claims to inquire into the expediency of paying the loyal people of Tennessee for Commissary and Quartermaster's stores taken and used by the Federal Army in that State during the late war, and reported a bill providing for the appointment of a Commission of three gentlemen, one of whom shall be learned in the law, to investigate such claims and give vouchers for the same when found correct.

The resolution was agreed to, but Mr. EDMUNDS subsequently entered a motion to reconsider for the purpose of modification.

Mr. MORTON offered a joint resolution to pay Indiana for Quartermasters' and Commissary stores furnished to the militia of that State when called out to repel invasion. Referred to the Military Commission.

The supplementary reconstruction bill was taken up. The question was on Mr. DRAKE'S amendment, which was modified so as to read that the Constitutions of the States refered to shall provide that all voting for State, County and Municipal officers shall be by ballot. The amendment was disagreed to.

Mr. FESSENDEN moved an amendment, the effect of which he explained yesterday to be that the Convention to frame Constitution should be called only upon a legal expression, in favor of, being transmitted from the provisional government to the commanding general. He moved to strike from the first section the following words: "That before the first day of September, 1867, the commanding general in each district, defined by an act to provide for the more efficient government of the rebel States, approved March 2d, 1867, shall cause a registration, &c.;" and insert in lieu thereof the following: "That before the Convention shall be holden for the purpose of framing a State Constitution under and by virtue of the act to provide for the more efficient government of the rebel States, approved March 2d, 1867, the commanding general in each district, defined in said act, shall cause a registration, &c." Also, to strike from the second section the following words, "That after the completion of the registration hereby provided for in any State, at such time and places therein as the commanding general shall appoint and direct, of which at least thirty days' public notice shall be given, for the purpose of establishing a constitution and civil government" for such State loyal to the Union," and in lieu thereof a provision that after the completion of the registration hereby provided for in any State, the commanding general shall furnish a certified copy thereof to the Provisional Governor of the State for which the same was made, and whenever thereafter the provisional government of said State shall, by legal enactment, provide a convention shall be called for the purpose of forming a constitution and civil government, and shall furnish a certified copy thereof to the commanding general, he shall direct that a convention shall be held, and shall appoint a time and place for holding it.

This gave rise to a discussion, which took a wide range, and was generally participated in, lasting from one to four, when a vote was taken on the first Fessenden amendment. Disagreed to, yeas 14, nays 32.

Mr. FESSENDEN said—Regarding this as a test vote, and his second amendment being dependent on the first, he should withdraw it.

Mr. BUCKALEW moved an executive session.

Mr. TRUMBULL hoped not. He hoped Senators in favor of this bill would continue it until passed. If it was carried over from day to day, it was hard to tell when the result will be reached. The debate of yesterday had been repeated to-day, and would be to-morrow if the bill was kept before the Senate, and one amendment each day was to be offered and voted on. With such amendments as were understood ready to be offered he could not tell when the bill would be passed.

Mr. SHERMAN interrupted the discussion to offer a joint resolution to remove the disability to hold office from Robt. M. Patton, of Alabama, and Joseph E. Brown, of Georgia, which was referred to the Judiciary Committee.

The Senate went into executive session, after which the resolution for a recess was rescinded, and the Senate adjourned.

HOUSE OF REPRESENTATIVES.

Several amendments to the rules of the House were adopted, none important.

Mr. BOUTWELL, on leave, introduced a joint resolution relating to claims against the Government. Referred to the Committee on Foreign Affairs.

Mr. HULBURD offered a resolution requesting the Speaker to appoint a Committee on public expenditures, and that such Committee take into consideration the report of the Committee of the last House on the subject of the New York Custom House, and report what action, if any, is advisable in the premises.

Mr. HULBURD replied at some length to Collector Smythe's card, declaring, in the course of his remarks, that the New York Custom House was, under Smythe's administration, reeking with corruption. In reference to the bonded warehouse business, a more flagitous, improper, disreputable and disgraceful transaction than that shown in the testimony had never been made public. He also declared that the evidence showed that while Smythe took an oath every month that he received nothing from cartage, etc., he actually did receive every month $250 from that source, which money was handed to his Secretary, who kept it until the monthly oath had been taken by the Collector, and then paid it over by checks or otherwise. He would never forget the indignation he felt when a witness testified that Mr. Smythe had said to him, "I am damned sorry that I ever undertook to carry the President's daughters." Mr. Smythe, to be sure, denied that he had denied saying so, but the witness said to him, "I do not know what you thought; I do not know what occasion you had to say so; but I do know you used these very words." Referring to the name of Mrs. Perry, he said she was no myth; her veritable presence in the Executive Chamber was proved more than once, and the soft, low words there spoken by her. It was in proof she was to have shared one-third of the profits of the general order business, and one of the witnesses had told him after he left the stand that Mrs. Perry had a written agreement to that effect, and that the President of the United States had read that agreement. He characterized Mr. Smythe as a vampire, sucking out the life-blood of the commerce of New York, hampering commerce and making it subordinate to his own personal aggrandizement and to political objects. No action was taken.

The SPEAKER presented a message from the President, with a letter from the Secretary of State, transmitting an additional report from Minister King at Rome, dated February 18th, on the subject of the reported removal of the American Protestant Church from Rome. Referred to the Committee on Foreign Affairs.

The House agreed to adjourn to-day until Monday.

On motion of Mr. FARNSWORTH, the Secretary of War was directed to furnish the House with the report of General Wilson on the surveys of Illinois and Rock Rivers.

Mr. MALLORY, the member from Oregon, had the oath administered and took his seat.

Mr. ELDRIDGE, on leave, introduced a bill for the creation of a National Bureau of Insurance. Referred to the Committee on Judiciary.

Mr. LOGAN offered a resolution for the immediate appointment of a Committee on Military affairs, and that it be authorized to sit during the recess for the purpose of inquiring into the manner of procuring heavy ordnance for the United States service, the disbursement relating thereto, the quality of rifled and smooth bore guns heretofore introduced, and hereafter to be introduced, with power to send for persons and papers, and to employ clerks, and directing the Secretary of War to cause experiments to be made, &c. After some debate the resolution was postponed till December next, yeas 69, nays 56. This vote is regarded as an indication of the temper of the House on adjournment.

Mr. LOGAN then offered a resolution requesting the President to inform the House as to the amount paid by the Government since April, 1861, for cannon, ordnance, projectiles, and small arms, by the War and Navy Department, as to contracts for the same, and whether the officers of the Government are pecuniarily interested in improvements, etc. Adopted.

Mr. BANKS then offered Mr. Logan's first resolution, modified so as to provide for the appointment of the Military Committee temporarily.

Mr. SCOFIELD moved to lay the resolution on the table; yeas 63, nays 56.

Mr. ELDRIDGE presented a joint resolution of the Wisconsin Legislature, asking aid for the Northern Pacific Railway, and relating to the improvement of the navigation of the Mississippi river.

The SPEAKER laid before the House a message from the President, announcing that he had approved and signed House bill making appropriations for expenses of Commissioner to the Indian country.

Mr. VAN WYCK, from the Committee on retrenchments, to which was referred the resolution of inquiry in reference to coin of Richmond banks now on special deposit in the treasury, reported a joint resolution directing the Treasurer to sell the coin and bullion, about $100,000, place the amount in the treasury, and allow the claimants to assert their rights to the same in the court of claims.

On motion of Mr. WILSON, of Iowa, the latter clause was struck out.

Mr. Cook moved to insert instead of "coin and bullion being sold," "be paid into the Treasury." Agreed to.

The Joint resolution as amended, was passed.

FERNANDO WOOD made a speech to the effect that whether criminal or not, Collector Smythe had not the capacity or discretion to fill a place of such magnitude and importance.

Mr. HULBURD'S resolution was adopted.

Mr. SCHENCK offered a resolution that the Committee on Public Expenditure inquire into the conduct of Henry A. Smythe, Collector of New York, in connection with the administration of his office, and in connection with his testimony and proceedings as a witness before the Committee on Public Expenditures. The resolution was adopted.

The House adjourned.

WASHINGTON, March 16, 1867.

SENATE.

Mr. HOWE presented resolutions of the Wisconsin Legislature for the improvement of the Mississippi river and aid in the construction of the Northern Pacific Railroad. Referred to the Committee on Commerce.

Mr. SHERMAN, from the Committee on Finance, reported a concurrent resolution that the Joint Committee on Retrenchment be instructed to make a careful and minute examination of methods adopted by the Treasury Department of printing bonds, notes and securities; what guards have been adopted to protect the interest of the United States; what additional guards are necessary; whether there have been any fraudulent issues of bonds, notes or coupons, if so by whose fault or negligence, and further to examine the official conduct of those charged with the printing, registration and issuing of notes, bonds and securities of the United States, and that said committee have power to send for persons and papers, and to examine the same and take testimony, and report at the next session of Congress.

Mr. SHERMAN said the House and Senate had each agreed to a separate Special Committee for this purpose, but he thought the investigation could best be made by a Joint Committee like that on Retrenchment. The Treasury Department desired an investigation, so as to set at rest the false reports circulated for speculative purposes regarding the fraudulent issue of bonds.

Mr. GRIMES said the subject was of great importance, and it would not be amiss to make such investigations annual.

Mr. CHANDLER, from the Committee on Commerce, reported a bill to allow the abatement of duties on damaged goods imported into the United States.

Mr. CHANDLER asked the immediate consideration of the bill, but Mr. MORRILL moved that it lie over till Monday and be printed, and the motion prevailed.

Mr. EDMUNDS called up the bill to provide for a Circuit and District Court of the United States in the State of Nebraska. Passed.

Mr. WILLIAMS called up the joint resolution of the House in regard to coin taken from Richmond banks now on special deposit in the Treasury. Passed.

Mr. HOWARD reported from the Committee on Military Affairs a joint resolution defining the meaning of the second section of the act of March, 1861, in retation to property lost as above. He shall be paid the amount of award made by the Commissioner auditing the claim.

The Reconstruction bill was taken up.

Mr. HOWE moved to amend by striking out the words "and if the said Constitution shall be declared by Congress to be in conformity with the provisions of the act to which this is supplementary, and insert in lieu thereof, "and if said Constitution shall be approved by Congress,"

Mr. TRUMBULL said the bill had been amended since it was reported to embody this provision.

Mr. HOWE withdrew his amendment, and then moved to strike out the words "shall be entitled to all the prerogatives of a State." Rejected.

Mr. HOWARD moved an amendment substituting a new oath for that in the bill, which, after debate, was rejected.

Mr. SUMNER moved to amend the fourth section, making the result of the vote on the ratification of the Constitution depend on the majority of registered electors, instead of the majority of qualified electors. Rejected, 19 against 25.

Mr. HOWARD, at 4:50, moved to adjourn. Negatived.

Mr. MORTON moved to amend the fourth section so that the Constitution shall be adopted when voted for by a majority of the votes cast. Adopted, 22 against 21.

Mr. EDMUNDS moved an amendment that at least three-fifths of the registered voters shall vote on the question of ratification.

Mr. CAMERON, at six o'clock, moved to adjourn. Lost. He then moved an executive session. Disagreed to.

Mr. EDMUNDS'S amendment was lost, yeas 19, nays 21.

Mr. EDMUNDS again moved it, modified so that one-half shall be required to vote on the question of ratification. Adopted, 24 against 14.

Several other amendments were offered and rejected.

Mr. WILSON offered an amendment as an additional section, that the duties imposed by this act upon the commanding officer may, by his consent, be transferred to the Governor, and upon his taking the oath prescribed by the act of July, 1862. Rejected.

The bill was then, at 7:15, taken out of Committee of the Whole, and reported to the Senate.

Mr. DRAKE renewed his amendment, voted down Thursday, providing that the vote shall be taken in each State for and against a State Convention to form a Constitution, and according to the result of this vote a Convention shall or shall not be held. The amendment was adopted.

Mr. EDMUNDS moved to amend by requiring that a majority of registered voters shall vote on the question of calling a convention. Adopted.

Mr. MORTON, at 9:45, moved to adjourn till 10 A. M. Monday. Disagreed to.

Mr. HOWARD renewed his amendment in regard to the oath contained in the first section, the same as voted down in Committee of the Whole. Disagreed to.

Mr. FOWLER, at 10:30, moved to adjourn. Disagreed to.

Mr. SUMNER moved an amendment as a proviso that the Constitution of each State shall require the establishment and maintenance of a system of common schools, open to all without regard to color. Disagreed to, yeas 22, nays 20.

The question was then taken on the passage of the bill. It passed, yeas 38, nays 2. The negatives were Messrs. BUCKALEW and HENDRICKS. Mr. JOHNSON voted aye. The other Democrats were absent.

The Senate then, at 11:50, adjourned.

STATE ITEMS.

The President has pardoned Luther Stewart, of Brush Valley, Indiana county, lately sentenced to the Western Penitentiary for passing counterfeit postal currency.

Louis W. Hall, Speaker, and Morrow B. Lowry, member of the State Senate, paid a visit to Col. A. K. McClure, at Chambersburg last week.

The reporter of the Philadelphia *Press* thus concludes his first day's report of a murder trial: "A member of the bar stopped us in our report to inquire if we knew of any newspaper man who had an annual ticket on the Pennsylvania Railroad for sale. We were compelled to tell him we did not know of any one mean enough to sell such a railroad ticket. When we go in court houses it is to report, and not answer queries about railroad tickets. We are not a swindler, and don't associate with such characters."

The Beaver *Argus* says: On Friday last a colored preacher named Hamilton, of Bridgewater or Fallston, we believe, was arrested and committed to the jail of this county for marrying a colored man named Penny to a white girl by the name of Duck. The "wedded pair" reside in or near Fallston, and have for some time back been occupying the same house. The Justice who committed Hamilton was evidently laboring under an erroneous impression of the law in such cases made and provided: for our statutes attach no penalty for marrying or giving in marriage, be the parties white, black, or mixed, provided only that they are of full age. On being advised of this the Sheriff released Hamilton, who, it is said in addition, denies having joined the parties in wedlock at all. If married by any one, he alleges, the ceremony was performed by some one else.

Messrs. Orth & Lebycon, of Connellsville, have purchased of the Chartiers Woolen Manufacturing Company, of Canonsburg, the buildings lately erected there, and intend completing the mills at once, so as to have them running by the 1st of June.

MR. TOOMBS, ex-United States Senator and ex-rebel general, has returned to Georgia from a self-imposed exile. From the manner in which the Atlanta *Intelligencer* speaks of his return, we infer that he was more afraid of his fellow-citizens in Georgia than of the Federal Government. His return seems to have been kept secret as long as possible. The *Intelligencer* makes a pathetic appeal to its readers not to rebuke him. This is the same Mr. Toombs who is reported to have said, several year ago, that he would call the roll of his slaves at the foot of Bunker Hill.

GARIBALDI.—A letter dated Florence, February 26, says: General Garibaldi arrived unexpectedly in Florence, a few days ago, and left yesterday for Venice. He was met at the station by two of his friends, Crispi and Mordini, conspicuous political leaders, who seemed to be the only ones apprised of his coming. During his stay he drove in a shut carriage to see some of his friends, and the people had no opportunity to do him honor, except for a moment when they caught sight of him and surrounded his carriage in the great square. It was remarked that his face wore an aspect of concern, as if his mind were preoccupied with some new care. We do not know what enterprise in the cause of freedom he is ready to undertake, or whether he believes his active aid in Greece or his good counsels for Italy make the strongest claim.

A HEAVY TICKET.—The Democrats of Connecticut have selected for their prominent candidates this spring men who can aflor to pay tolerably heavy electioneering expenses. The wealth of five of these candidates, State and Congressional, is estimated as follows: James E. English, $1,000,000; Edward B. Mosely, $300,000; Julius Hotchkiss, $300,000; Wm. H. Barnum, $500,000; Richard D. Hubbard, $250,000. Total, $2,350,000. English, Hotchkiss and Barnum are large manufacturers, Mr. Mosely is a retired merchant, and Mr. Hubbard is a lawyer.

THE Pontifical Court, says the *Pall Mall Gazette*, is in the throes of a ministerial crisis. Monsignor Randi, Director of Police, is to resign, and will be succeeded by Monsignor Ricci, Commander of the Order of San Spirito. Gen. Kantzler will leave the Ministry of War to make way for M. de Sonnenberg, Commander of the Pope's Swiss Guard. Pending this change in the War Department, a grand review was held the other day at the Villa Borghese, when the whole garrison of Rome defiled before an immense crowd attracted by the spectacle. Monsignor Berardi, the coadjutor of Cardinal Antonelli in his post of Secretary of State, is dangerously ill, and has been removed to Frascati.

A petroleum company is putting up an iron steamer 60 feet long here, for the use of its petroleum wells near Tembez, in Peru.

A POPULAR INSTITUTION.—There is perhaps no institution of learning in this country so widely known and so extensively patronized as the Iron City College of this city. The records of the College show an attendance, during the past ten years, of upwards of fifteen thousand students, representatives of thirty-three States of the Union. Young men come thousands of miles and from the remotest parts of the country to avail themselves of the advantages afforded by its system of practical actual business training, which has given it such a pre-eminence over all other similar institutions throughout the country.

THE BEST TONIC.—Caswell, Mack & Co.'s Combination of Iron, Phosphorated and Calisaya, known as Ferro—Phosphorated Elixer of Calisaya. The Iron restores color to the blood; the Phosphorus renews waste of the nerve tissue, and the Calisaya gives a natural, healthful tone to the digestive organs.

One pint contains the virtue of one ounce of Calisaya, and one teaspoonful a grain of Iron and Phosphorus.

Manufactured by Caswell, Mack & Co., New York. For sale by all druggists. s*

THE shivering victims of Fever and Ague, who freeze to-day, to burn to-morrow, might have been exempted from their present trials had they availed themselves in time of that safeguard against all malarious diseases, HOSTETTER'S STOMACH BITTERS. But if it is too late for prevention it is not too late for cure. A single bottle of this irresistable herbal tonic will stop the paroxysms, and a brief course of it will restore the patient to vigorous health. The prudent and thoughtful, however, who would rather forestall disease than wait for its assaults, will resort to this sure defense against intermittent and remittent fevers at the commencement of the season when they prevail. Now is the time to forearm the system against fever and ague, billious complaints and dyspepsia—diseases which are often engendered, and always aggravated, by the chills and damps of winter and early spring.

Shakspeare on Intermittents.—The Bard of Avon tells us that the "sun in March doth nourish Agues," and the remark is as true now as it was three hundred years ago. But, fortunately, in these modern days, March Agues can be prevented. HOSTETTER'S BITTERS, in a single week, will put the system in a condition to resist every species of intermittent fever. Or, if there is a predisposition to billiousness or dyspepsia, this unequaled regulator and invigorator will just as certainly prevent that. All the disorders common to the season of fogs and frosts may be held in obeyance by this potent antidote. They may also be ejected from the system, after they have made a lodgement there, by its persevering use. It is therefore moral insanity for any family to be without it.

AGRICULTURAL COLLEGE OF PENNSYLVANIA.

Experimental and Model Farms

In pursuance of the act of Assembly of the 19th February, 1867, the Board of Trustees of the Agricultural College of Pennsylvania are required to procure and establish THREE EXPERIMENTAL AND MODEL FARMS: One at the Institution, in Center county; one in the western, and another in the eastern part of the State. To carry this law into effect, the Board has appointed a committee to locate these farms, each to contain about ONE HUNDRED ACRES. From these localities, east and west of the Allegheny mountains, the committee invite proposals of the terms upon which such farms will be conveyed to the Institution, for the purpose mentioned.

The committee are Frederick Watts, of Carlisle; H. N. McAllister, of Bellefonte; James Miles, of Girard, Erie county; John Frazier, of Agricultural College, and Daniel Kane, of Uniontown, who will meet at the College, on WEDNESDAY, the 15th MAY next, to consider the subject; after which, they will proceed to examine the localities proposed and establish the farms in accordance with the law.

Any further information will be given by any member of the committee.

Proposals will be addressed to FREDERICK WATTS, President of the Board of Trustees, Carlisle, Pa.

INVISIBLE EMPRESS TRAIL SKIRT,

THE NEW SHAPE FOR SPRING, 1867, IN J. W. BRADLEY'S DUPLEX ELLIPTIC (OR DOUBLE SPRING) SKIRTS,

The Handsomest and most Comfortable Style yet introduced.

(SEE ALL FASHION MAGAZINES.)

Also, the New Sizes in PARIS TRAILS, PRIDE OF THE WORLD, and TIP-TOP STYLES.

FOR SALE EVERYWHERE.

AT WHOLESALE by all the leading Notion and Dry Goods Houses in Pittsburgh. Also, by Sole Owners of Patent and Exclusive Manufacturers,

WESTS, BRADLEY & CARY, 97 CHAMBERS ST., New York.

TRADEMENS' NATIONAL BANK, OF PITTSBURGH PA., WOOD STREET, CORNER OF SECOND.

A. BRADLEY, President.
WM. VANKIRK, Vice President.
GEO. T. VAN DOREN, Cashier.

CAPITAL - - - - - $400,000

Collections made on all points in the United States and Canada, on the most favorable terms. United States Securities bought and sold. Correspondence solicited.

DIRECTORS:
ALEXANDER BRADLEY, of A. Bradley & Co., Stove Manufacturers.
WM. M. FABER, of Wm. M. Faber & Co., Engine Builders.
SAM'L M. KIER, of Kier, Moore & Co., Oil Refiners, &c.
WM. F. McKEE, of S. McKee & Co., Glass Manufacturers.
S. B. McELROY, of McElroy, Dickson & Co., Wholesale Dry Goods.
JOHN DUNLAP, Dealer in Tin Plate and Tinner's Stock.
JOSEPH WALTON, Dealer in Coal.
JOHN F. DRAVO, Dealer in Coal.
WM. VANKIRK, of A. Bradley & Co., Stove Manufacturers.

Discounts Daily, 11½ o'clock. Interest allowed on Time Deposits.

PROVISIONS. PROVISIONS.

We are now offering to the trade all articles in the Provision Line, of superior quality, and at such prices as must make it to their interest to call upon us. Our stock is ample, bought at the lowest rates early in the season. Our SUGAR CURED HAMS are equal to any brand out.

LARD OIL

We are selling our Extra and a No. 2 Lard Oil at Chicago and Cincinnati prices, and shall continue to do so. All persons wanting a superior article for burning or lubricating, can get samples by calling or writing to

F. SELLERS & CO., PORK PACKERS & LARD OIL MANUFACTURERS, Penn and Wayne sts., Pittsburgh.

WESTERN PENNSYLVANIA MILITARY ACADEMY, AT Evergreen Hamlet, NEAR PITTSBURGH.

This Institution is now in successful operation, and a few more Pupils can be comfortably accommodated.

Circulars with full particulars, regulations, terms, &c., will be sent on application to

T. P. LEHMAN, A. M., Late Colonel 102 Penna. Vols.

Box 493, Allegheny city, Pa., or WM. A. SHINN, No. 120 Fourth street.

FEBRUARY, 1867.

WE OPEN TO-DAY OUR NEW STOCK OF CARPETS,

Comprising the Best Patterns made in Ingrain, Three-Ply, AND English Tapestry Brussels,

Which we now offer at Wholesale and Retail, at the LOWEST PRICES SINCE THE WAR.

McFARLAND & COLLINS,

Nos. 71 and 73 FIFTH STREET, Second Floor, over Henry Miner's Book Store. cod*

BOOKS CLOSE APRIL 13, 1867. THE DRAWING APRIL 16, 1867.

Ohio Benevolent Gift Enterprise, FOR THE BENEFIT OF THE *Orphan Children of Union Soldiers*

To be drawn at Mulberry, Clermont county, Ohio, APRIL 16th, 1867. Books will positively close April 13th, 1867. Tickets ONE DOLLAR EACH.

TO AGENTS—Agents will use their best exertions in selling tickets, report as often as possible and make their final report April 13th, 1867.

Tickets are worthless unless the money for the same is received before the day of Drawing. Money sent by Express, Draft, Registered Letters or Money Postoffice Orders may be sent at our risk. Agents will be furnished with printed Lists of the Drawings as soon after as possible.

TUDOR GATES & CO., Postoffice Box 834, Cincinnati, Ohio, or Mulberry, Clermont county, Ohio.

WANTED—AGENTS—$150 per week—Male or Female—at their own homes; business light, pleasant and honorable. For particulars address, with stamp, FOOT & CLARK, Detroit, Michigan.

WANTED—AGENTS—Male and Female, to canvass for the most popular and rapidly selling Book of the day, "Remarkable Character, and Places of the Holy Land." For choice of territory, terms, &c., apply at once to J. B. STEWART, New Wilmington, Pa., General Agent for Western Pennsylvania. MTH*

WANTED — AGENTS.—Agents wanted for "The History of the War between the States; Tracing its Origin, Causes and Results," by Hon. Alexander H. Stephens. And for the Life, Letters and Speeches of Hon. Alexander H. Stephens, by Henry Cleveland. Send for Circulars and see our Terms. Address "National Publishing Company," 507 Minor street, Philadelphia, Pa.

FOR SALE—FARM—A Farm of about 80 Acres, one mile North of Alliance, Ohio, 60 Acres of which are under a good state of cultivation, and well watered, is offered for sale at $65 per acre. On the premises are a good Dwelling, Barn, Orchard, etc., and a deposit of Coal. A rare bargain is offered. Inquire of or address Mrs. L. A. KINGSBURY, Alliance, Ohio.

FOR SALE—FARM—A Farm comprising 200 Acres, 120 being cleared. Frame House and two Frame Barns; Orchard, well watered, &c. Terms $3,500. Payments easy. Apply to THOS. LUMSDON, Beverly, Washington county, Ohio.

WANTED—AGENTS—Agents wanted for Howard's Domestic Medicine, or Family Companion. A Physician in Disease, and a Guide in Health; containing 1,020 large octavo pages, 131 illustrations. This standard Work is what its name imports, exclusively a Family Doctor Book and Guide; sells better, and pays agents better than any similar work now published; also, for Dr. Moore's complete History of the Great Rebellion splendidly illustrated, and bound in elegant style; its low price (only $2 50) brings it within the reach of all. Our Agents make from $100 to $200 per month. For terms, with list of our books, bibles, &c., address "Quaker City Publishing House," No. 927 Sansom street, Philadelphia, Pa.

ESTATE OF JAMES PAYNE, DECEASED.—Letters of Administration upon the estate of JAMES PAYNE, late of Jefferson township, Allegheny county, deceased, having been granted to the undersigned, all persons indebted to the estate of said decedent, will make payment, and those having claims are requested to present them without delay to HANNAH PAYNE, WM. A. PAYNE, Adm'rs, at their residence in said township.

TRUSTEE'S NOTICE.—ALL PERSONS interested will take notice that application has been made to the Court of Common Pleas of Allegheny county, Pennsylvania, in the matter of the estate of JOHN BEITLER, late of East Liberty, deceased, for the appointment of a new Trustee of said estate, in place of William P. Baum, Esq., deceased, and that the Court has fixed the 6th day of April, 1867, at the opening of the Court, for the making of said appointment.

THOMAS MACCONNELL, Attorney of Applicants.

OHIO FARM FOR SALE—SITUATED in Muskingum County, 2½ miles from New Concord Station, Central Ohio Railroad, containing 150 Acres, rich limestone soil, well watered, good timber, two Frame Houses, and all necessary buildings. The best selection of Fruit in this region; best society; convenient to Churches of six denominations. Reasons for selling, change of business. For particulars address G. H. MILLER, Norwich, Muskingum County, Ohio.

ADMINISTRATOR'S NOTICE.—Letters of Administration upon the estate of JOHN KISSICK, late of Versailles township, deceased, having been granted to the undersigned, residing in said township, all persons indebted to said estate will make immediate payment, and those having claims or demands against the same will present them without delay, duly authenticated for settlement. GEORGE MILLER, Administrator.

March 13, 1867.

PUBLIC SALE.

ON THURSDAY, APRIL 4, 1867,

That PIECE OF LAND, known as the property of the heirs of the Rev. Samuel Weir, deceased. The soil is of good quality, being strongly impregnated with Limestone; not to be easily surpassed for fall or spring grain or grass. The Farm contains 52 Acres, and is underlaid throughout with a thick vein of excellent coal. A fine opportunity either for a Farmer, or Gardener or Coal Merchant.

Sale at the COURT HOUSE, City of Pittsburgh, at 10 A. M., on that day. If not sold then, it will be offered for sale on the premises, at 2 o'clock, P. M., APRIL 11, 1867. Terms at sale.

W. WEIR, Agent.

MATHEMATICAL PROBLEMS.

The proportion of thread used in making the various stitches is as follows:

Lock Stitch 1, Chain Stitch 1 8-10ths, Double Chain Stitch 2 5-10ths.

Problem 1. If a Lock Stitch Machine (Wheeler & Wilson) uses 10 cents worth of thread and silk in a day, how much would it use in a year of 300 working days? Answer $30.

Prob. 2. How much would a Chain Stitch machine (Wilcox & Gibbs) use in doing the same amount of sewing? Ans. $54 worth.

Prob. 3. How much would a Double Chain stitch machine (Grover & Baker) use in doing the same amount of sewing? Ans. $75 worth.

Prob. 4. There will be ultimately at least a million of sewing machines used in the country: At the above rate what value of thread and silk would be used annually if all of one kind were used? Ans. Lock Stitch $30,000,000; Chain Stitch, $54,000,000; Double Chain Stitch, $75,000,000.

Prob. 5. What value of thread would be wasted by the Chain Stitch? Ans. $24,000,000.

Prob. 6. What value would be wasted by the Double Chain Ltitch? Ans. $45,000,000.

Prob. 7. If there be 6,000,000 families in the United States, how much would it cost to send each a weekly newspaper at $1 50? Ans. $9,000,000.

Prob. 8. How much to send a monthly magazine at $2 00? Ans. $12,000,000.

Prob. 9. How much would remain of the $45,000,000 of waste for missionary, educational and charitable purposes? Ans. $24,000,000.

Is it wicked to waste things? Yes.

Then what Sewing Machine should be used? Ans. WHEELER & WILSON'S LOCK STITCH SEWING MACHINE.

Where can these machines be purchased? Ans. At SUMNER & CO.'S, No 27 Fifth street.

THE GROVER & BAKER SEWING MACHINE IS THE BEST FOR FAMILY AND MANUFACTURING PURPOSES.

A. F. CHATONEY, GENERAL AGENT, NO. 18 FIFTH STREET,

no17-1y* PITTSBURGH, PA.

STOVES, GRATES AND RANGES.

BISSELL & CO., NO. 235 LIBERTY STREET, PITTSBURGH, PA.,

MANUFACTURERS OF THE CELEBRATED TRIUMPH COOKING STOVE FOR COAL, AND BLACK OAK FOR WOOD.

Fine and Common Enameled GRATE FRONTS, SUMMER FRONTS and FENDERS, and BISSELL & CO.'S CELEBRATED DOUBLE OVEN COOKING RANGE,

Made expressly for Bituminous Coal, which for Beauty, Economy, Cleanliness and Utility stands unsurpassed, being the best Range for its cost ever offered in this market.

ALSO, MANUFACTURERS OF
PARLOR STOVES,
HEATING STOVES,
LAUNDRY STOVES,
WASH HOUSE FURNACES,
TEA KETTLES, JAMB GRATES,
HAM BOILERS,
WAFFLE IRONS, &c., &c.

Please give us a call or send for our Circular. oc8-d*

WM. B. SCAIFE, Nos. 119 and 121 First St.,

MANUFACTURER AND DEALER IN OIL WELL TUBING, GENUINE *Lap Weld Gas Pipe*,

CASING PIPE FOR OIL WELLS,
GAS TONGS, cheap for Wholesale trade,
SHEET IRON LINING FOR CASING WELLS, &c.
Everything needed in PUMPING OIL WELLS,
SHEET AND PLATE IRON WORK,
Iron Tanks, for Storing Oil, Saltpans, Gasometers, &c.
COPPER PIPES, LIFE BOATS,
BLACKSMITH WORK,
BUILDINGS WARMED BY FURNACES,
REGISTERS AND VENTILATORS,
HAIR FELT, for covering Steam Pipes and Boilers.

Those in want of the BEST GOODS AND WORK, are invited to give us a call.

WM. B. SCAIFE, NOS. 119 AND 121 FIRST ST. MTHS*